

1993 BARELAS SECTOR DEVELOPMENT PLAN



Plan Adopted, May 1993

"Historia de Barelás" a colcha-stich tapestry was created by a Roe, New Mexico artist, Helen Thompson. She Worked with sixteen seniors from the Barelás Senior Multi-Service Center in 1989 to create the work.

The Imagery for the tapestry was derived from a community oral history project specifically undertaken in order to develop this project

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Robert McCabe
Marcia Swezy

The 1993 Barelvas Sector Plan is

Dedicated to the Memory of

CARL BENAVIDES,

a trusted friend, co-worker, and ally.

6/30/49 - 10/23/93

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TABLE OF CONTENTS

| | PAGE |
|---|-------------|
| ACKNOWLEDGEMENTS | 1 |
| TABLE OF CONTENTS | 5 |
| RESOLUTION | 7 |
| I. INTRODUCTION | |
| A. Overview | 11 |
| B. Executive Summary | 14 |
| C. Plan Implementation and Priorities | |
| 1. Implementation. | 17 |
| 2. Barelás Improvement Projects | 17 |
| 3. Project, Estimated Cost and Timetable..... | 18 & 19 |
| D. Boundaries | 21 |
| E. Goals and Objectives..... | 22 |
| F. Conformance with Comprehensive Plan | 24 |
| G. Planning Process | 25 |
| H. Demographics..... | 26 |
| II. NEIGHBORHOOD BACKGROUND AND CHARACTER | |
| A. History | 31 |
| B. Historic Preservation..... | 33 |
| III. EXISTING CONDITIONS AND PUBLIC IMPROVEMENTS | |
| A. Zoo/Biological Park Projects..... | 39 |
| B. Transportation and Traffic..... | 44 |
| C. Transit | 57 |
| D. Bicycle and Pedestrian Routes..... | 58 |
| E. Parks and Community Center..... | 61 |
| F. Infrastructure/Utilities..... | 65 |
| IV. LAND USE AND ZONING POLICIES | |
| A. Background..... | 75 |
| B. Rezoning Justification | 78 |
| C. Zoning | 81 |
| V. HOUSING | 87 |
| VI. ECONOMIC DEVELOPMENT | |
| A. Commercial Revitalization..... | 93 |
| B. South Barelás Industrial Park..... | 97 |

TABLE OF CONTENTS

| | <u>PAGE</u> |
|---|--------------------|
| VII SOCIAL SERVICES | |
| A. Elderly | 101 |
| B. Homeless..... | 103 |
| C. Crime | 105 |
| VIII APPENDICES | |
| A Barelas Public Comment, February 1991 | 111 |
| B Survey - Barelas Resident Questionnaire..... | 112 |
| C Profile of Businesses Surveyed | 114 |
| D Barelas Employment Data | 118 |
| E Survey -Barelas Business Questionnaire. | 120 |
| F Historic Structures and Districts..... | 121 |
| G Community Development Corporations-Summary..... | 127 |
| H Frequently Called City Agency Telephone Numbers | 127 |
| • • • | |
| MAPS | |
| #1 Vicinity | 10 |
| #2 Area Boundary | 20 |
| #3 Historic Structures | 34 |
| #4 Street Conditions | 49 |
| #5 Sidewalk | 52 |
| #6 Transit and Bikeways..... | 59 |
| #7 Water Line/Fire | 66 |
| #8 Storm Sewer/Floodway | 67 |
| #9 Sanitary Sewer..... | 68 |
| #10 Street Light Location | 70 |
| #11 Land Use | 76 |
| #12 Existing Zoning Map..... | 77 |
| #13 Adopted Zoning Map | 80 |
| #14 South Industrial Park | 96 |
| TABLES | |
| # 1 Project Cost/Timetables..... | 18 |
| # 2 1990 Race/Ethnicity..... | 27 |
| # 3 1990 Age Composition | 27 |
| # 4 1990 Crime Statistics. | 106 |

CITY of ALBUQUERQUE
TENTH COUNCIL

COUNCIL BILL NO. **R-253** ENACTMENT NO. **74-1993**

SPONSORED BY:

Steve D. Gallegos/dg

RESOLUTION

ADOPTING THE 1993 BARELAS SECTOR DEVELOPMENT PLAN AND AMENDING THE SU-2 ZONING IN THE SECTOR DEVELOPMENT PLAN AREA.

WHEREAS, under the terms of Section 3-19-1 et seq. of the New Mexico Statutes Annotated (NMSA) 1978 and Albuquerque's City Charter as allowed under Home Rule provisions of the Constitution of New Mexico, the Council has the authority to adopt component parts of a master plan for physical development of areas within the platting and planning jurisdiction of the City; and

WHEREAS, such plans comprise a comprehensive plan which guides zoning actions of the City, as called for by Section 3-21-5 NMSA 1978; and

WHEREAS, the Council has received the advice of the Environmental Planning Commission on the Barelas Sector Development Plan, as provided by the Environmental Planning Commission Ordinance, Section 7-15-2 R.O. 1974; and

WHEREAS, the Council has reserved to itself the right to adopt and approve a plan for SU-2 areas, after advice from the Environmental Planning Commission, as allowed under Section 3-19-1 NMSA 1978; and

WHEREAS, the plan is consistent with the Albuquerque/Bernalillo County Comprehensive Plan; and

WHEREAS, the City of Albuquerque has the power to zone as authorized by Section 3-21-1 et seq. NMSA 1978, and as allowed by its Home Rule powers; and

WHEREAS, the Council recognizes the need for sector development plans to guide the City of Albuquerque and other agencies and

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[Bracketed Material] - Deletion

1 individuals to insure orderly redevelopment and effective utilization
2 of funds; and

3 WHEREAS, the Barel原因 Sector Development Plan adopted SU-2 Zoning
4 in 1976, and the 1993 Barel原因 Sector Plan amends the Zoning categories
5 for all properties located in the Sector Plan area.

6 WHEREAS, the Barel原因 Sector Development Plan was developed with
7 the assistance of area property owners expressed through public meeting.

8 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
9 ALBUQUERQUE:

10 Section 1. The Barel原因 Sector Development Plan, attached hereto
11 and incorporated herein by reference is hereby adopted in all respects.

12 Section 2. The Barel原因 Sector Development Plan is a Rank III
13 plan, as specified in Ordinance 43-1982.

14 Section 3. The 1993 Barel原因 Sector Development Plan amends the
15 SU-2 Zoning categories for all properties located in the Sector
16 Development Plan area, and adopts the zoning shown on Map No. 12 of the
17 adopted plan.

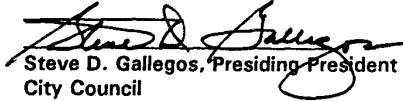
18 Section 4. If any section, paragraph, clause or provision of this
19 resolution shall for any reason be held to be invalid or unenforceable,
20 the invalidity or unenforceability of such section, paragraph, clause
21 or provision shall not affect any of the remaining provisions of the
22 resolution.

23 Section 5. All orders and resolutions, or parts thereof, in
24 conflict with this resolution are hereby repealed; this repealer shall
25 not be construed to revive any order, resolution or part thereof,
26 heretofore repealed.

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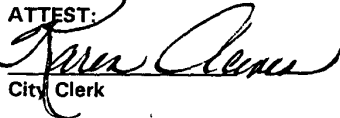
1 PASSED AND ADOPTED THIS 17th DAY OF MAY, 1993
2 BY A VOTE OF 8 FOR AND 0 AGAINST.

3
4 Yes: 8
Excused: Griego

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8 
9 Steve D. Gallegos, Presiding President
10 City Council

11
12 APPROVED THIS 18th DAY OF JUNE, 1993.

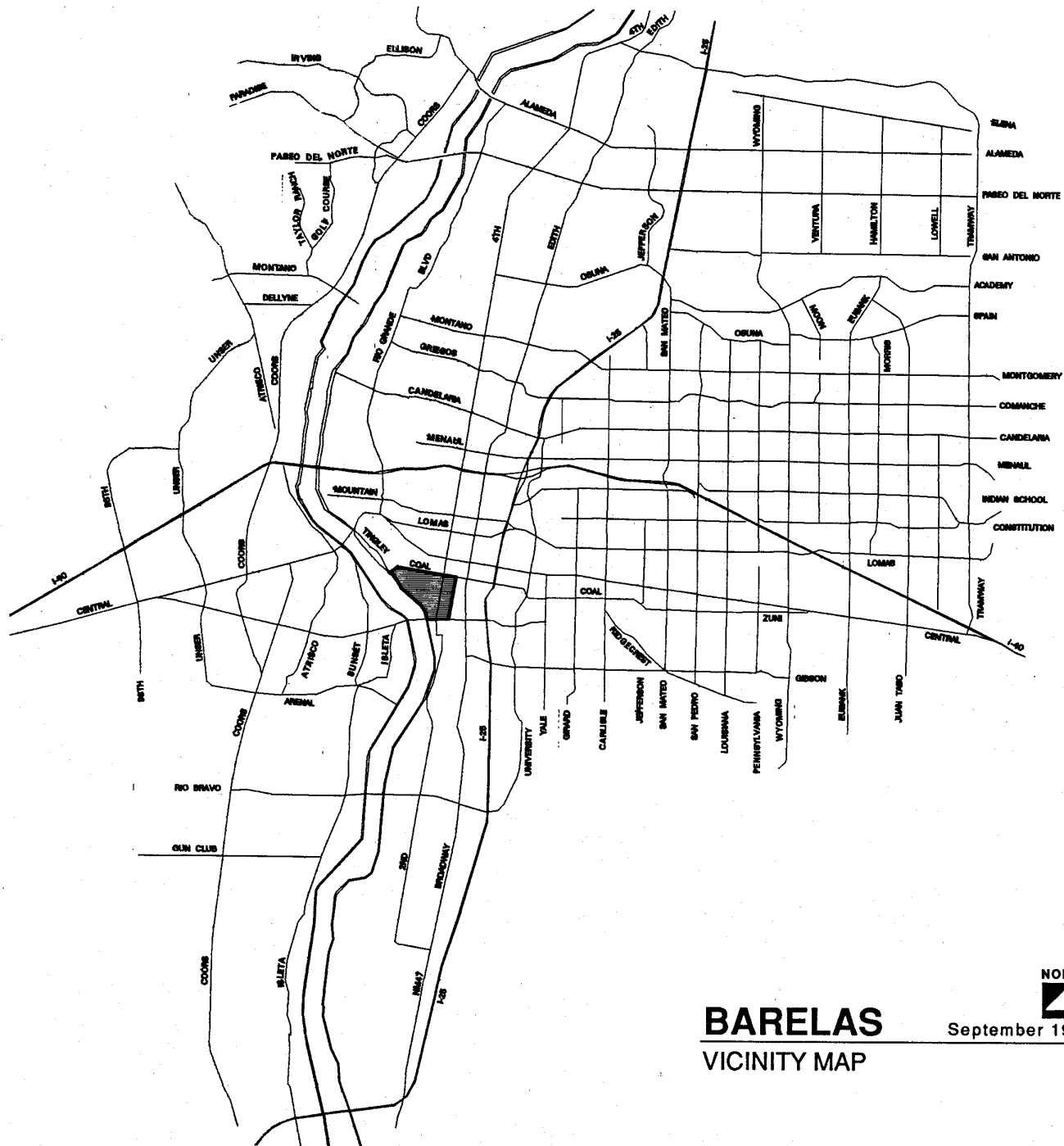
13
14 
15 Louis E. Saavedra, Mayor
16 City of Albuquerque

17 ATTEST:

18 City Clerk

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I. INTRODUCTION



BARELAS

VICINITY MAP

NORTH
September 1992

INTRODUCTION

A. Overview

The Barelás neighborhood is one of the oldest established neighborhoods in Albuquerque. It is bounded on the east by the Santa Fe Railroad; on the west by the Rio Grande Albuquerque Riverside Drain, Tingley Park and the Rio Grande Zoo; on the north by Coal Avenue; and on the south by Bridge Street. Barelás is influenced by Downtown market conditions because of its proximity to Central Avenue and the Central Business District. The South Barelás Industrial Park, located south of Bridge Boulevard, also impacts this community. The neighborhood and Fourth Street have the potential for an improved relationship with these areas through the development of better transportation systems, economic development and physical and social improvements.

The Barelás area is a predominantly Hispanic, low income community. According to the 1990 Census, Barelás has a population of approximately 3,265 people. In general many ancestors of the original Barelás settlers maintain families and deep seated roots in the area. Census information also shows education and employment figures are low in the area. The estimated median household income for the area is approximately one half of that for Bernalillo County.



Barelás 1992 Photo - J. Garves

Barelas originally began as a farming community when several prominent Hispanic families originally settled much of the area now south of Bridge Boulevard. The development of Fourth Street, once a part of an old trade route known as the Camino Real; a connection from old Mexico to Taos, later influenced progress of the area. The Santa Fe Railroad also played a significant economic role in the development of early Barelas by providing jobs to area residents.

The neighborhood has been noted for its history and people and has been described in such books as Heart of Aztlán by Rudolfo Anaya. Anaya's book describes an emotional feeling for the area and an old traditional way of life that is still cherished by many Barelenos. One of Anaya's fictional characters recounts the day he and his family moved to Barelas:

"The barrio was a welcome place to drive into that afternoon. The summer afternoon air was thick with dust that rose from the feet of children playing and from the workers who trudged down the dusty streets. The dust swirled in clouds behind pachuco-laden cars, and it covered the sweating boys who played baseball in the street. The dust settled over the towering elms and the house tops of Barelas like a veil pulled by the golden fingers of the afternoon sun.

Smiles were in the soft air, and so was the fragrance of roasting chile verde and hot tortillas, supper for hungry workers. The air was heavy with the damp smell of just-watered gardens, dirty with the bad smell of sewage that drifted up from the sewage plant in south Barelas, and acrid with the salty sweat-smell of the grimy workers from the railroad yard."

Reprinted with permission by Rudolfo Anaya



Barelas 1890 Photoarchives Alb. Museum

Today the Barelás neighborhood remains a stable residential area, however due to its aging population its stability may be threatened. The Fourth Street Commercial District has also experienced a dramatic decline and is now in need of commercial revitalization. Generally, the city must recognize how fragile this neighborhood is and how easily influenced the area is by adjacent market conditions which could negatively or positively affect its future. The community and the City must work together as partners to preserve its character, history and cultural integrity for generations to come.

Books and programs such as a recent oral history program developed by the Southwest Hispanic Research Institute, University of New Mexico, will help us to understand the significance of this aging community today, and its strong links to the past. The Institute provides a photographic program which illustrates a neighborhood pride which is alive today and documents the historical evolution of the area's original settlers, their descendants, and the people who migrated afterward, during the late nineteenth and twentieth centuries. The study also discusses many prominent political figures who helped shape the community for what it is today. Some of these include New Mexico Governor and U.S. Senator Octaviano Larrazolo, U.S. Senator Dennis Chavez, California U.S. Congressman Edward Roybal, New Mexico Senator Michael Alarid, City Councilor Mel Aragon, State Representative Henry "Kiki" Saavedra, State Representative Eugene Cinelli, and his wife, State Representative, City Councilor and Environmental Planning Commissioner Adele Hundley and New Mexico Senator Manny Aragon, present President Pro-Tempore of the State Legislature and many others. The oral history program and similar documentation give us insight into the past, and help plan for the area's future.

Physical attractions located in Barelás include the Rio Grande Biological Zoo, one of the city's biggest recreational centers which can assist in the area's struggle for survival. The Zoo is the State's largest zoo and a major income producer for Albuquerque. Nearly one half million people are attracted to the zoo every year. It is mutually beneficial for the Zoo and the neighborhood to work closely together to become partners in strengthening Barelás. Other important elements of Barelás include the Senior Multi-Service Center, the Barelás Community Center, Tingley Field, Tingley Park, the Rio Grande Swimming Pool, KOB Radio Station, KGGM TV Studio, the Railroad, the South Industrial Area and the proposed Biological Park Projects, i.e., Aquatic Park. These neighborhood attractions are instrumental in assisting the community to preserve its unique heritage.

Significant community events such as the annual Las Posadas, a traditional Hispanic Christmas celebration, should also be recognized and encouraged to help preserve the area's history. Las Posadas usually begins at a local church and ends with a celebration at the Barelás Community Center. Recognition of other similar traditions will help to maintain a fragile and significant neighborhood of the city. (Refer to Vicinity Map #1)

B. Executive Summary

The 1993 Barelvas Sector Plan update, a Rank III Plan, replaces the North Barelvas Sector Development Plan adopted in 1978 and subsequently amended. The plan focuses on a changing community by defining current neighborhood conditions and recommending steps for positive improvements for the future of the area. **KEY RECOMMENDATIONS** are discussed in more detail in the text of the plan. Some of these include:

Plan Implementation

- Work cooperatively toward implementation of the short and long term recommendations contained in the plan.

History and Preservation

- Enhance the historic character of the Barelvas area by maintaining and encouraging preservation of historic structures, and encouraging new residential and commercial developments in appropriate areas.
- Mark significant historic sites in Barelvas along Fourth Street; including the US 85 Pan American Highway and the route of the Camino Real, along Barelvas Road.
- The City should apply for a Historic Landmark designation of the Barelvas Community Center for preservation purposes.

Zoo/Biological Park Projects

- Develop a park-and-ride program from Downtown to the Zoo.
- Improve circulation patterns to the Zoo and the Biological Park Projects.

Transportation and Traffic

- Divert more traffic from Eighth Street onto South Fourth Street.
- Make intersection improvements at Third Street, Fourth Street, Eighth Street, Bridge Boulevard and Lead/Coal Avenues which improve traffic circulation patterns and help promote the businesses in the area.
- Provide an adequate entrance and thoroughfare for the Dolores Gonzales Elementary School. Improvements should be coordinated with Albuquerque Public Schools and the neighborhood.
- Schedule general street improvements in the City Ten Year Plan.

Transit, Bicycle and Pedestrian Routes

- Evaluate rerouting proposals to improve service to Fourth Street.
- Provide enhanced bus service to the Zoo.
- Encourage and support a trolley system in the downtown, which would integrate the neighborhood with the Central Business District, adjacent neighborhoods and recreational and cultural projects.

- Study the feasibility of developing a Transit Circulator System in the downtown, connecting Barelás to Central Avenue, the downtown, adjacent neighborhoods and recreational attractions, i.e.. Zoo, Biological Park.
- Develop pedestrian and bicycle routes along South Second Street in conjunction with streetscape improvements recommended in this plan.
- Develop a new bicycle lane including streetscape and pedestrian improvements along Coal Avenue.

Parks

- Develop a Gateway Park on Fourth Street.
- Develop a landscape buffer along First and Second Streets between Coal Avenue and Bridge Boulevard, buffering the railroad tracks from adjacent single family development.
- Install a landscape strip along the south side of Coal Avenue, including pedestrian and streetscape improvements.

Infrastructure/Utilities

- Add or replace water lines and storm sewers as needed to accommodate new development.
- Upgrade and replace street lights in Barelás with high pressure sodium, particularly on major arterials and at the Senior Housing Area.

Land Use and Zoning

- Amend the SU-2 Zoning in the area to make land use and zoning more compatible and stabilize residential and commercial areas.

Housing

- Encourage private rehabilitation and home ownership in Barelás by expanding existing housing programs into the area and implementing a low interest loan program.
- Encourage the Housing and Economic Ten Year Plan to develop an immediate Two Year Plan for use of the UDAG/El Encanto money targeted to Barelás for housing development projects, including loans and grants.

Economic Development

Commercial Revitalization

- Develop a Non-profit Community Development Corporation for 4th Street Revitalization.

South Barelás Industrial Park

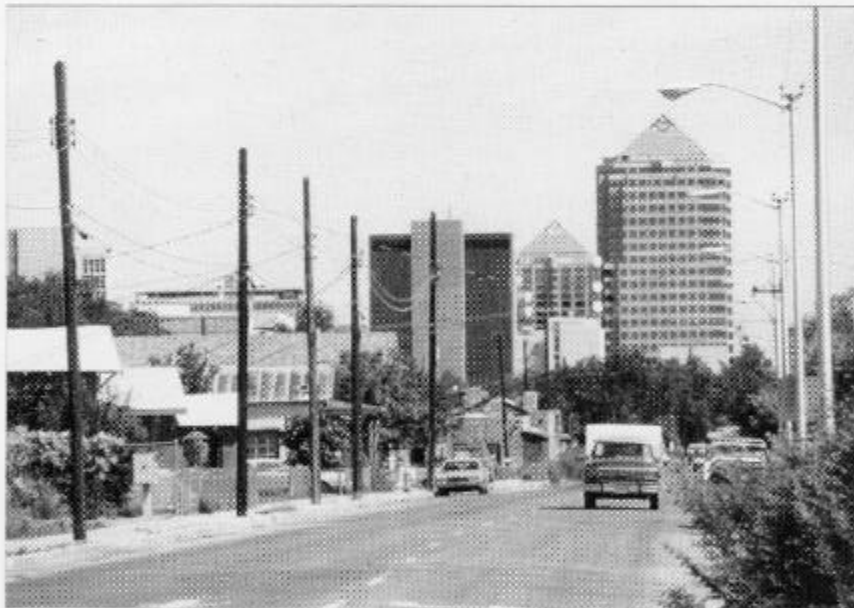
- Require developers who make use of financial incentives to comply with the Barelás Industrial Metropolitan Redevelopment Plan and hire residents from the Pocket of Poverty, specifically from the Barelás area.

Homeless

- Develop an overall policy to deal with the homeless issue. Agencies, the city and the public should develop education programs which respond to the presence of the homeless, and successful strategies for dealing with the presence of homeless in communities.
- Require a public review process and site plan approval for expansion to any of the homeless service provider facilities, i.e., design.

Crime

- Promote community awareness of crime prevention techniques and improve communication between the community and the police.
- Increase police patrols in the area.



4th Looking North-1992 J.Garves

C. Plan Implementation and Priorities

Implementation

The City Planning Department commits to the implementation of the Barel原因 Sector Plan. The implementation of this plan will be coordinated through the Barel原因 Neighborhood Association in cooperation with the City's Planning Department and the responsible City Agencies. Necessary resources will be allocated by the City to assist in organizing implementation activities and develop a clear implementation strategy.

To make the implementation of this plan a success, four components are needed:

A group of residents and property owners who are willing to take responsibility for monitoring Plan implementation;

A group who will work with the City to follow through implementation of Plan recommendations;

Formation of a local Community Development Corporation;

The City Planning Department's commitment to assist in organizing Committee activities.

Barel原因 Improvement Projects

Capital Improvement Project recommendations contained throughout the Sector Plan are summarized in this section for inclusion in the City Decade Plan and implementation. This list of short and long term priority items for Barel原因 has been developed in conjunction with the Barel原因 Neighborhood Association and input obtained from neighborhood meetings. Responsible city agencies and estimated costs are listed, based on 1992 figures.

Capital Projects for Barel原因 will be included in the City Decade Planning Program for implementation as resources become available. The approximate cost to implement the short term projects listed in the table is approximately \$1,212,000. The estimated total cost excludes projects underway; some of which have been funded, some costs cannot yet be determined. Sources other than Capital Improvement fund are identified where applicable. (Refer to Table 1)

Recommendations

1. The City and the Barel原因 Neighborhood Association should work cooperatively to implement the Sector Plan described in the implementation strategy.
2. Capital Projects shown on the following table for Barel原因 will be included in the City Decade Planning Program for implementation as resources become available.

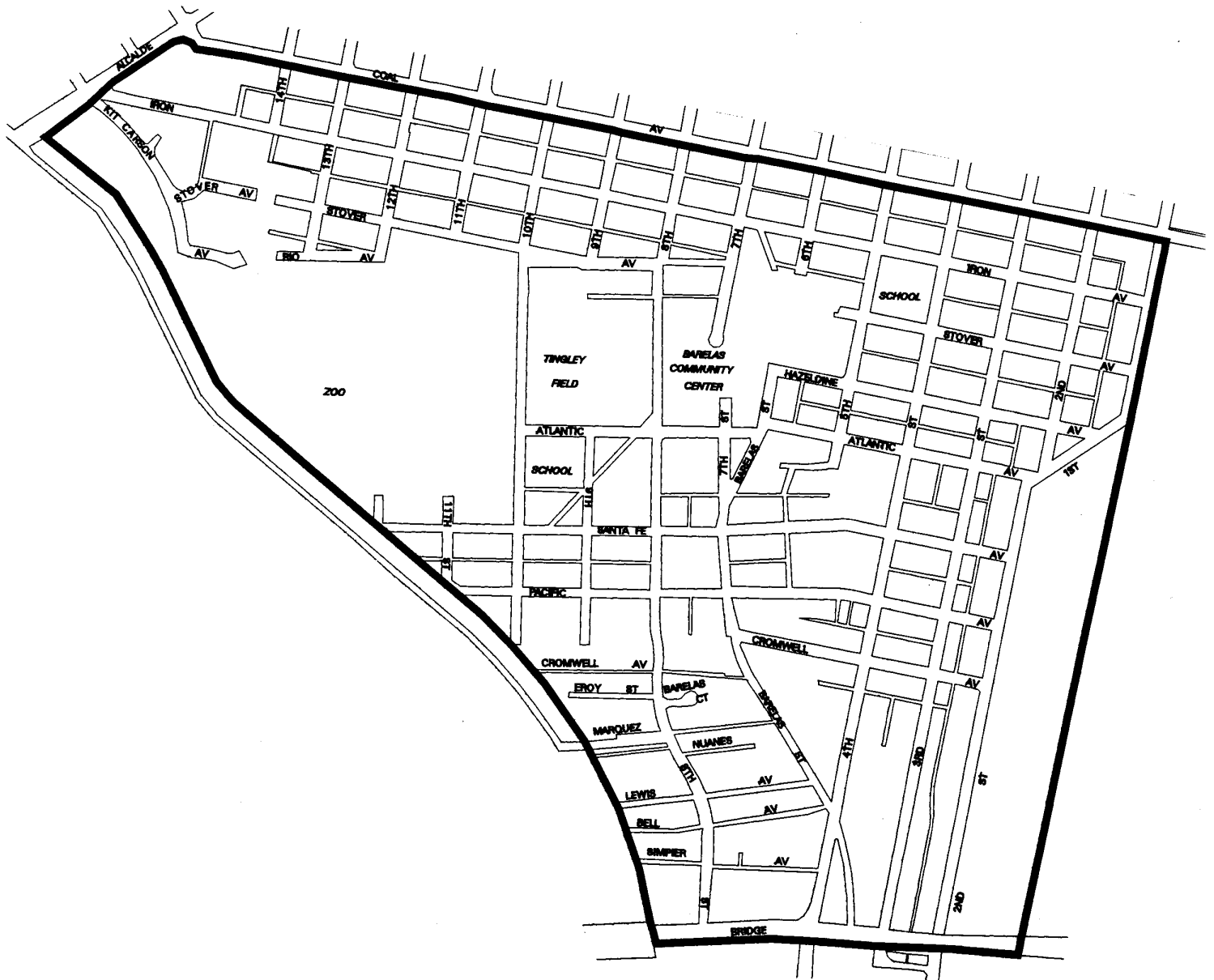
BARELAS PROJECTS

| | Description | Responsible City Agency | Est.Project Start | Estimated Cost | Funding Sources | Status |
|------------|---|-------------------------------------|----------------------|--|------------------------------|---------------------------------|
| Short Term | | | | | | |
| | Zoo Parking (On site) | Cult and Rec. Services | 1993 | \$ 92,600 | Gen. Fund | Funded |
| | Gateway Park | Community Services | 1993 | \$ 40,000 Prop Acq. \$100,000 \$100,000 \$240,000 Total | CDBG 1992 St. Mem. CIP | Funded Funded Funded |
| | Tingley Park Improvements | Parks and General Services Dept. | 1994 | \$ 50,000 \$ 50,000 \$100,000 Total | CIP UETF | Funded Funds to be requested |
| | Barelas Community Center Equipment and Furniture | Community Services | 1993 | \$260,460 | CIP | Funded |
| | Zoo Landscaping Buffer (north side) | Cult. & Rec. Services | 1993 | \$100,000 | UETF | Request under consideration |
| | Barelas Comm. Center Parking Lot | Community Services | 1993 | \$ 40,000 | CIP | Funded |
| | Swimming Pool | Cult. & Rec. Services | 1992 | \$225,000 | CIP | Funded |
| | Hazeldine Park | Parks and General Services Dept. | 1993 | \$ 60,000 | CIP | Funded |
| | Street Improvements | Public Works | 1992 | \$ 94,000 | CIP | Funded |
| Long Term | | | | | | |
| | 4th Street Streetscape | Planning Dept. | 1994 | \$1.4 million | CIP | Request under consideration |
| | 2nd Street Buffer & Streetscape | Planning Dept. | 1995 - 2000 | \$250,000 | CIP | To be requested |
| | 4th Street Parking Study | Planning Dept. | 1995 | \$ 10,000 | MR Fund | To be requested |
| | 8th & Stover Improvements | Public Works Dept. | 1993 - 2000 | \$ 50,000 | CIP | To be requested |
| | Street Light Replacement (major arterials) | Public Works Dept. | 1993 - 2000 | \$ 10,000 | CIP | To be requested |
| | Barelas Road Sidewalk Improvements | Planning Dept. | 1993 - 2000 | \$100,000 | State | To be requested |

| Description | | Responsible City Agency | Est. Project Start | Estimated Cost | Funding Sources | Status |
|--|--|----------------------------|-----------------------|---|--------------------|-----------------|
| <i>Long Term - Concept Supported by SDP Scope Determined in Another City Plan</i> | | | | | | |
| Intersection Improvements Study (Coordinated with DTCCTS) | | Public Works | 1993 - 2000 | Priorities & cost to be determined with DTCCTS Facility Plan | | To be requested |
| Zoo Access and Pedestrian Improvements (Coordinated with DTCCTS) | | Public Works | 1993 - 2000 | Priorities & cost to be determined with DTCCTS Facility Plan | | To be requested |
| 4th Street/Zoo/Transit Circulation Parkway (Coordinated with DTCCTS) | | Public Works | 1993 - 2000 | Priorities & cost to be determined with DTCCTS Facility Plan | | To be requested |
| Coal Streetscape and Pedestrian Improvements (Coordinated with Lead & Coal Ave. Corridor Study) | | Public Works | 1993 - 2000 | Priorities & cost to be determined with Lead & Coal Ave. Corridor Study | | To be requested |

NOTES:

| | | |
|---------|---|---|
| CDBG | = | Community Development Block Grant |
| CIP | = | Capital Improvement Projects |
| SDP | = | Sector Development Plan |
| DTCCTS | = | Downtown Center City Transportation Study |
| MR Fund | = | Metropolitan Redevelopment Fund |
| UETF | = | Urban Enhancement Trust Fund |



BARELAS

AREA BOUNDARY MAP



September 1992

D. Boundaries

This plan is an update of the 1976 North Barel原因 Sector Development Plan; the boundaries of the area have not changed. The South Industrial Park, south of Bridge Boulevard to the municipal limits, is also discussed in the neighborhood plan update; this area does not fall into the plan boundaries. The industrial park is subject to the regulations listed in the Barel原因 Metropolitan Redevelopment Plan. (Refer to Boundary Map #2)

Beginning at the intersection of the north right-of-way line of Coal Avenue SW and the east right-of-way line of Alcalde Place SW;

Thence, easterly along the north right-of-way line of Coal Avenue SW to the east right-of-way line of First Street SW; thence, easterly along the north right-of-way line of First Street SW and its southerly projection through the Atchinson, Topeka and Santa Fe Railway properties to the easterly projections of the south right-of-way line of Bridge Boulevard SW;

Thence, westerly along said projected line and the south right-of-way line of Bridge Boulevard SW to the east right-of-way line of the Albuquerque Riverside Drain;

Thence, northwesterly along the east right-of-way line of the Albuquerque Riverside Drain to the east right-of-way line of Alcalde Place SW;

Thence, northeasterly along the east right-of-way line of Alcalde Place SW to the point and place of beginning.

E. Goals and Objectives

Basic goals and objectives, developed by the city and the residents, have helped shape the plan and underlie the specific recommendations. These include:

Goal

- **To develop a cooperative working relationship between the city and the neighborhood.**

Objectives

Increase City awareness of neighborhood needs and ensure that departments and agencies are responsive to the community.

Promote on-going neighborhood involvement in the city planning process.

Goal

- **To conserve and renew the unique qualities of the neighborhood.**

Objective

Preserve, rehabilitate, upgrade and recognize the historic character of the neighborhood.

Goal

- **To eliminate conditions which are detrimental to public health, safety and welfare of the community.**

Objectives

Develop better transportation and transit connections to the Downtown Core, surrounding neighborhoods and activity centers such as Central Avenue, Old Town, Biological Park Projects.

Develop pedestrian connections into the neighborhood.

Improve public facilities including community centers, infrastructure, streets, street lights, sidewalks, etc.

Goal

- **To promote redevelopment of the residential neighborhood and economic revitalization of the business community through coordinated public and private actions.**

Objectives

Promote a neighborhood Commercial Revitalization Program for Fourth Street; including a history program, an inventory of market conditions and design guidelines.

Promote economic development activity in the South Industrial Park area which will benefit the neighborhood.

Goal

- **To encourage a mixture of compatible uses.**

Objective

Stabilize land use patterns and resolve land use and zoning conflicts.

Goal

- **To conserve, improve and expand housing availability to families of all incomes.**

Objective

Develop infill residential construction in appropriate areas.

F. Conformance with the Comprehensive Plan

The City of Albuquerque has adopted three ranks of plans to help guide conservation and development: The Albuquerque/Bernalillo County Comprehensive Plan, a Rank One Plan, is the highest level plan to which all others must conform. Facility and Area Plans are designated Rank Two Plans and Sector Development Plans are designated Rank Three Plans. Subordinate plans are required to be consistent with plans of higher rank.

The Sector Development Plan update for Baretas is identified as a Rank Three Plan. A Sector Plan addresses an area with common characteristics; such an area may be called a neighborhood. These plans create the zoning regulations for the area covered, and may also specify other fairly detailed development parameters.

The Baretas area is designated as part of the Central Urban Area within the 1988 Albuquerque/Bernalillo County Comprehensive Plan. The Baretas Sector Plan conforms with the goals and policies for Central Urban Areas and will serve as the official policy guide for new development, redevelopment and conservation of the area. The sector plan also suggests improved relationships with adjacent areas, particularly with the Downtown Core.

The **Central Urban Area** in the **Policies Plan** of the Albuquerque/Bernalillo County Comprehensive Plan states:

"The goal is to promote the Central Urban Area as a focus for arts, cultural, public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City."

Specific policies which relate to the Baretas Plan Update are:

New public, cultural, and arts facilities should be located in the Central Urban Area and existing facilities preserved.

Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/arts/recreational facilities.

The Center City Revitalization Strategy, a rank three plan for the Downtown Core, discusses neighborhood relationships. The plan states:

Concentrate and focus commercial development pressure within the core rather than at the edges impacting neighborhoods.

Create strong interface areas which serve both the core and neighborhoods and provide adequate buffering of lower density residential areas.

Encourage residential development within the Downtown Core.

Upgrade commercial streets leading to and from the core which enhance neighborhood shopping and other support services and aid in routing core traffic away from neighborhood streets.

Strengthen pedestrian/transit connections between the core and neighborhoods.

Develop a comprehensive, City-wide program addressing homeless and transient issues.

Work with private sector to investigate the need for additional day care facilities which serve the downtown employment base and establish a program for meeting the identified need.

G. Planning Process

Basic research and data gathering for the Plan began in January 1991. Preliminary research included a land use survey of the plan area and the distribution, collection and analysis of residential and business questionnaires. A public comment sheet was also distributed and results are summarized in Appendix A. Results of the business survey are summarized in Appendix C.

The public input process began with a general public meeting held in February 1991. Participants identified neighborhood concerns made suggestions for neighborhood revitalization.

Committees were formed consisting of property and business owners, the Barelas Neighborhood Association and City Staff who provided technical assistance throughout the planning process. All viewpoints were considered to develop consensus. Final recommendations were developed jointly by the City planners and neighborhood representatives. A final general meeting was held to present the draft plan to the entire neighborhood for input.

Although many issues were discussed at the neighborhood committee meetings, the sector development plan focused on the following issues:

- Zoo/Quality of Life Projects
- Transportation
- Parks and Recreation
- Infrastructure
- Land Use and Zoning
- Housing
- Economic Development

Other issues discussed by residents are also addressed by the plan.

Comments submitted by the public were incorporated into the draft plan wherever possible. The draft plan was also submitted to city departments for review and comment prior to being presented at a public hearing. A two week period was allotted for comments on the final draft, after which a revised draft was prepared addressing most of the comments, prior to beginning the public review process. All general neighborhood meetings and hearings were publicly announced in the local newspaper and notices were sent to all area property owners, residents and merchants. The valuable assistance and input of all participants is gratefully acknowledged.

H. Demographics

The Barelas area is located within Census Tracts 14 and 22, excluding the area south of Bridge Boulevard. The 1990 Census indicates that Barelas has a population of approximately 3,465 people, an increase of 3% in the number of people living in Barelas since 1980.

The 1990 Census shows a high percentage of Barelas residents are defined as non-white; over 3/4's of the population, 78%, are people of Hispanic Origin compared with 37.1% in the county. The population in Barelas has fewer adults (18-65 years) and more children and elderly persons than the population of Bernalillo County as a whole. Approximately 57.5% of the population falls in an employable age group (18-65 years). (Refer to Tables #1 and #2)

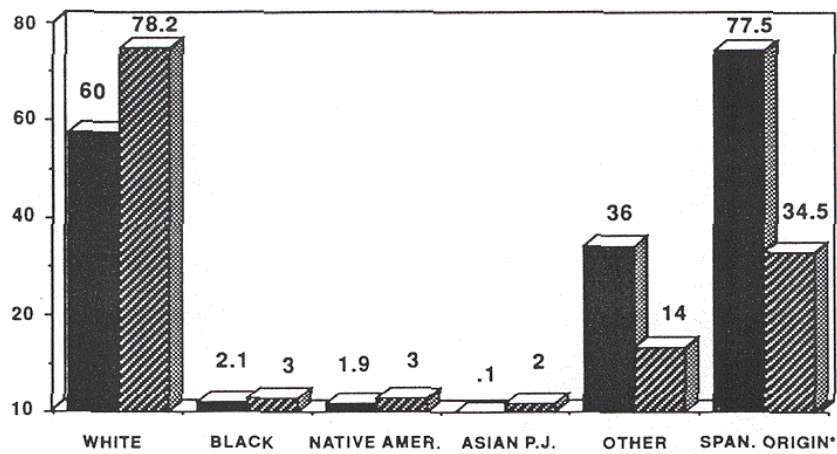
Unemployment rates are high in Barelas compared to the rest of the city, according to the 1990 Census. Education levels are low, with less than one-third of the people 25 years or older having graduated from high school.

The median income for the Barelas neighborhood in 1979 was less than half of the median income for Bernalillo County. Approximately 22% of Barelas area families are at or below the poverty level. (Education, employment and income data statistics for the 1990 Census are not yet available).

The 1990 Census reports that there are approximately 1,435 homes in Barelas, as compared with 1,229 in the 1980 Census, an increase of 206. Home ownership in the Barelas area is 41.3%, which is lower than Bernalillo County approximately 60.7%. The Census also shows a higher percentage of persons per household (2.69) than in the county (2.55). The neighborhood has a higher percentage of households headed by elderly persons (65 years - 14%) than in the county (7%).

Housing conditions in Barelas are shown to be poorer than in the county as a whole. In 1990, 14% of the units located in Barelas were overcrowded as defined by the Bureau of Census, compared to 5% in Bernalillo County. According to the 1990 Census property values and rents are both substantially lower in Barelas than in the county, but property values are shown to be increasing relative to property values in the county. In 1990 the median property value for the neighborhood was \$47,200, compared to \$85,300 for the county; the median property value has 55% of the median value for the county.

BARELAS RACE/ETHNICITY 1990

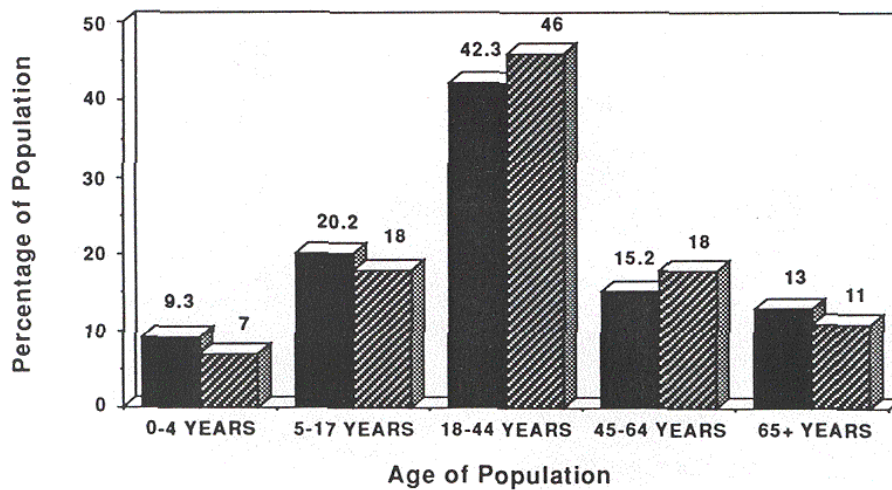


■ Barelas (total population - 3,465 persons)
 ▨ City (total population - 331,767 persons)

Source: Census Bureau

*People of Spanish origin are found in all races.

AGE COMPOSITION 1990



■ Barelas
 ▨ City

Source: Census Bureau

II. NEIGHBORHOOD BACKGROUND
AND CHARACTER

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NEIGHBORHOOD BACKGROUND AND CHARACTER

A. History

Early records indicate that Barelvas was called the San Nicholas Grant. The grant was located "opposite the agricultural lands of Atrisco and on the edge of the Esteros de Mexia". (Esteros means swamps in Spanish and scholars agree that the land along the river where the zoo now stands was swampy for centuries. Mexia was the name of a soldier who came to New Mexico with Don Juan De Onate at the beginning of the 17th century.) Evidence suggests that Barelvas Road was part of the route of the Camino Real, once used as a major trade route from Mexico to Santa Fe and north to Taos.

Settlement of Barelvas began as a farming community when several prominent Hispanic families colonized the area. Early development took place in and around the farms adjacent to the swamps of the Rio Grande. This comprises much of what is now the South Industrial area, then known as San Jose. Records indicate that around the 1830's, Antonio Sandoval, a prominent and wealthy land owner, constructed the Barelvas Ditch to irrigate his land. Three ditches served Barelvas in these early days, the primary being the Acequia Madre de Barelvas. After the ditches were built, and according to an 1890's record, "thirty to forty houses were built along Barelvas Road, most of them north of present day Bridge Street.

The Atchison Topeka and Santa Fe Rail arrived in Albuquerque in about 1880. Many of the Hispanic men from the older families worked for the railroad. With the coming of the railroad the lands around the original town site began to flourish for commerce and housing. An influx of immigrants arrived from the east looking for jobs or a new way of life and a predominantly Anglo community, filled with Germans, Italians and other immigrants soon developed in Barelvas, close to the bustling downtown.

The first additions south of the original Barelvas town site were the Atlantic and Pacific Addition, named after the railroad. The owner of this land, Franz Huning, was Albuquerque's premier entrepreneur. As newcomers arrived, Huning and other Albuquerque boosters such as William Hazeldine and Elias Stover sold lots to the newcomers and began the development of this new neighborhood to the south of Downtown. Further to the south were a series of smaller developments, built on several acres which belonged to older established hispanic families. The names of the development tracts reflect the names of the families who originally owned the land. These included:

The Baca Addition (1880-1881), The John Lee Addition (1898), The Baca & Armijo Addition (1888), The Juan Armijo Addition (1888), The Servero Apodaca Addition (1882), C.W. Lewis Addition (1882), the Simpier Addition (1889), and N.J. Sanchez Addition (1891).

These additions extended from the railroad tracks west to the old Barelvas Road. All of these and smaller development tracts located west of the railroad yards compose much of the Barelvas neighborhood and the South Industrial Area today.

By the early 1900's the community of Barelás had become a vibrant neighborhood with many of its residents becoming entrepreneurs or employees of the railroad. The little village had its own chapel, San Jose Patriarca, which was probably located along Barelás Road, the exact location is not known. In 1921, the small adobe chapel was replaced by a larger church, Sacred Heart Church, which stood along Fourth Street until 1965, when it was demolished due to structural problems. The church was never rebuilt.



Barelás 1889 Photoarchives Alb. Museum

South Fourth Street, at first a residential street, was declared US 85, Pan American Highway, and became a strong commercial district for the community. It later became part of Route 66 in the 1920's and early 30's. Several businesses located along Fourth Street and remain including Ruppe Drugs, The Red Ball Cafe, Mikes Market, Bromo's Store and Ives Flower and Gift Shop. Barelás was also serviced by an city Electric Trolley System in the early days. The trolley ran along Third Street and connected the neighborhood of Barelás to Old Town, the Sawmill areas and later to the University.

By 1934 the neighborhood's first community center was established at 1221 Third Street. In the early 1940's citizens of Barelás, The League of United Latin American Citizens (L.U.L.A.C.), and youth trainees from the National Youth Administration raised seed money to fund a new community center. The center, now located at the intersection of Barelás Road and Hazeldine Avenue, is over fifty years old.

The decline in the railroad industry following the wars and the eventual replacement of Fourth Street by I-25 as the major north-south city route initiated a major decline in Baretas. By the 1970's Urban Renewal Program soon removed most of the adobe homes located south of Bridge Street, adjacent to the City Treatment Plant, for development of industrial uses. The neighborhood once located to the south was completely lost and only a handful of houses remain today. The demolition of the Alvarado Hotel and closing of the railroad shops also impacted the community. The neighborhood area north of Bridge Boulevard still exists with a mixture of single family and multi-family dwellings. The South Fourth Street commercial district never recovered from its decline. Today only a few small family owned and operated businesses remain on Fourth Street. Several other small businesses are also located on Eighth Street.

B. Historic Preservation

The history of Baretas has created a unique combination of pre-railroad adobes, railroad worker housing and industrial buildings, large homes for the wealthier residents, and buildings responding to the routing of the Pan American Highway. As the fortunes of the community changed, the old homes were often remodeled or demolished. Some were divided into apartments. Along Fourth, stores were built on the front to attract customers. Additions were built, porches enclosed, new windows installed and old wings removed. Some historic buildings built in Baretas still stand, including several homes on or near Baretas Road, the Railroad Superintendent's House on Second and Pacific Avenue, the Railroad Firehouse (designated a City Landmark), the Red Ball Cafe (Wimpy's) and Bromo's Store. A number of buildings in and adjacent to Baretas were unfortunately lost. These include the Old Atlantic and Pacific Railroad Offices; Sandia Theater; Sacred Heart Church; the Shoup Boarding House; and adjacent to the railroad, the Santa Fe Roundhouse and the Alvarado Hotel.

Buildings illustrated on Map 3 and listed in Appendix F are identified by the Historic Landmark Survey of Albuquerque as having some historic or architectural significance. The Baretas Community Center is a significant example of a historic building which should be preserved as a neighborhood landmark. Buildings such the center should be rehabilitated to help give continuity, identity and stability to the Baretas community. Preservation of a buildings or areas historic qualities often helps in maintaining a significant sense of place for a community. The area along Hazeldine Avenue between First and Sixth Streets, has also been identified as a potential Historic District and should be designated and preserved.

There are a number of ways to celebrate, recognize and preserve the historical nature of a community and encourage maintenance and compatible historic restoration of buildings and properties. Tax incentives and loan programs for the preservation and rehabilitation of historic properties are among the most useful tools available to protect and enhance a historical environment. Most programs require properties to be listed on the State or National Register of Historic Places. The City's Landmarks and Urban Conservation Ordinance allows



BARELAS

September 1992

HISTORIC STRUCTURES MAP

● Historic Structures (refer to appendix)

— Hazeldine Historic District

for designation of individual buildings and areas as City Landmarks or historic zones. Such designation may prevent demolition or unsympathetic alterations. Other activities include pamphlets, walking tours, plaques, photographic exhibits and official federal and state or local historic designation. Owners in Barelas interested in pursuing historic designations should contact the City Planning Department, Advance Planning Unit.

Recommendations

1. The Advance Planning Unit of the City Planning Department and the Neighborhood Association should work together to enhance the historic character of the area by encouraging new compatible residential and commercial developments in appropriate areas and maintaining and encouraging preservation of historic structures.
2. The Neighborhood Association with assistance from the Advance Planning Unit of the City Planning Department should investigate the possibility of designating the proposed Hazeldine area as a historic district.
3. The Advance Planning Unit of the City Planning Department should work with the Neighborhood Association to develop historic pamphlets, bicycling and walking tours and plaques for Barelas.
4. The Neighborhood Association should place signs which mark significant historic sites, tell the history of Barelas, signify the route of the Camino Real and US 85-Pan American Highway on Barelas Road. Plaques should also be placed on significant historic buildings in the neighborhood. The Urban Enhancement Trust Fund might provide a source of funding for such projects.
5. The City will apply for a Historic Landmark designation for the Barelas Community Center for preservation purposes. The City should work with the Community Center staff to prepare a nomination for the center to the State and National Historic Registers.
6. The Advance Planning Unit of the City Planning Department will assist owners in Barelas interested in pursuing a historic designation on their property.
7. The Neighborhood Association will work with the University of New Mexico, Southwest Hispanic Research Institute, to permanently place the Barelas photographic exhibit developed by the Institute in the neighborhood.

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III.

EXISTING CONDITIONS & PUBLIC IMPROVEMENTS

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EXISTING CONDITIONS AND PUBLIC IMPROVEMENTS

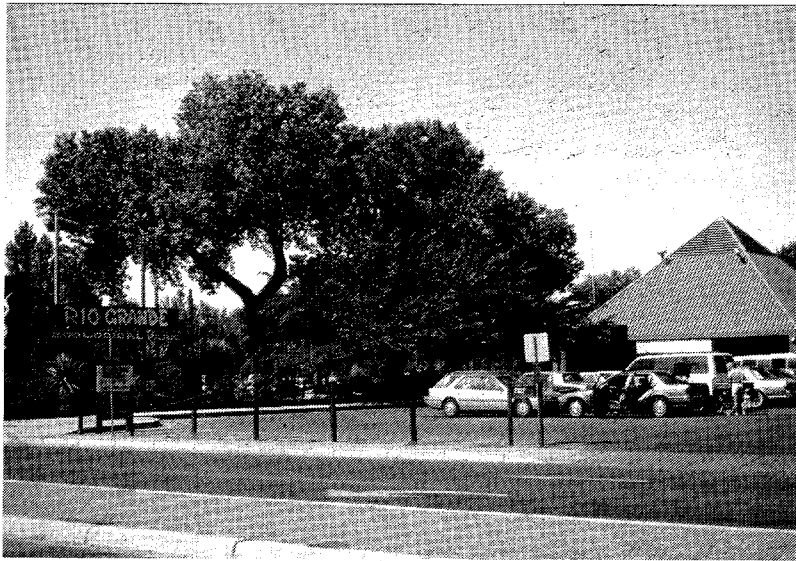
A. Zoo/Biological Park Projects

Two recreational projects which affect the Barelás neighborhood include the Rio Grande Biological Zoo and the proposed Biological Park Projects. The Zoo is an existing recreational facility located within the boundaries of the Sector Plan. The Biological Park Projects, scheduled to be developed just west and north of the Zoo, consists of an Aquatic Park, Aquarium and Botanical Garden. The development of the Aquatic Park would directly impact the neighborhood.

Zoo

The Rio Grande Zoological Park Master Plan, was adopted by City Council in 1976. The plan was designated a Rank II Plan, according to Resolution 463, adopted by City Council in 1983. The Zoo uses this plan to guide its long range planning efforts and its capital budget is dependent upon the City's Ten-Year Capital Improvements Plan.

Present level of tourist traffic into the Zoo is approximately one-half million people per year. The number of people flowing in and out of the neighborhood has created many traffic and parking problems. Residents traffic concerns included congestion along Eighth Street and Tenth Street and cut-through traffic into the neighborhood.



Rio Grande Zoo 1992 J.Garves

The Downtown Center City Transportation Study is reviewing several concepts which could help to improve traffic problems along Eighth and Tenth Streets. Final alternatives for improvement will be developed by the Downtown Center City Transportation Study with input from the neighborhood. At neighborhood meetings Barelas residents suggested that a second entrance off Tingley Drive may help alleviate some of the negative impacts associated with Zoo traffic into the neighborhood. Currently the Zoo has no plans to build an additional entrance other than a service entrance off of Tingley Drive.



Zoo North Parking Lot 1992 J.Garves

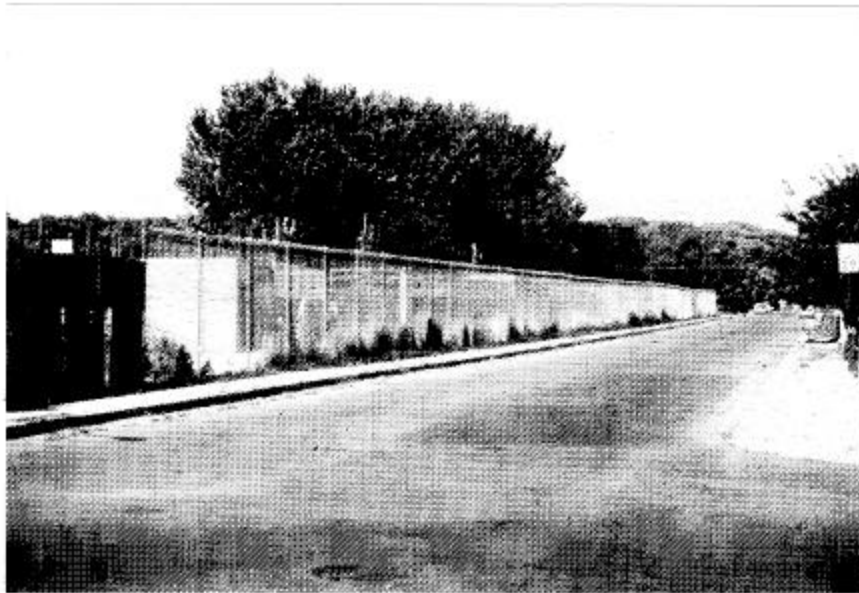
Other concepts which reorient personal vehicular access to the Zoo are under consideration by the Downtown Center City Transportation Study. One concept involves connecting Tingley Drive to Bridge Boulevard and providing access via a new entry drive south of the existing Zoo parking area. Any final improvements in the area should include pedestrian and bicycle pathways that could visually link the Zoo with the neighborhood.

Residents also complained of parking intrusion into the neighborhood due to the Zoo and downtown employees parking in the neighborhood. Neighborhood participants suggested a park-and-ride program be developed from the Downtown parking areas to the Zoo. The Zoo had several buses which it utilized on special event nights for this purpose; however the new federal Americans with Disabilities Act (ADA) regulations have made the existing buses obsolete and the Zoo requires money to update the old buses. The Zoo should work with the City Transit Department to develop a Park-and-Ride Program.

The Zoo is also planning to develop a parking lot in the northwestern part of its property to help with parking problems in the area. Bicycle parking should also be included with any parking improvements.

Other improvements currently being planned at the Zoo include an expansion in the northwest corner, where the Fire Academy is currently located. The Zoo recently acquired this property from the Fire Department, and plans to reuse the existing buildings for office space.

Barelas residents suggested that the Zoo and the community work together to improve the community and become better neighbors. The Zoo could add landscaping to its northern fence which abuts residential uses and help make the area more attractive while buffering its use from the community. Xeriscape landscaping using native plants should be considered. Xeriscape is an alternative landscape design approach in which less water is consumed. This would help improve the visual impression the Zoo gives to the neighborhood and enhance neighborhood pride in the Zoo.



Zoo-North Fence 1992 J.Garves

In addition, several years ago the Zoo sponsored a Barelas Zoo Night for the community. Such an event could be combined with celebrations of the Barelas Community Center so that the Zoo and the community could work together. The Zoo Advisory Board should be amended to include one member from the Barelas neighborhood.

Biological Park Projects

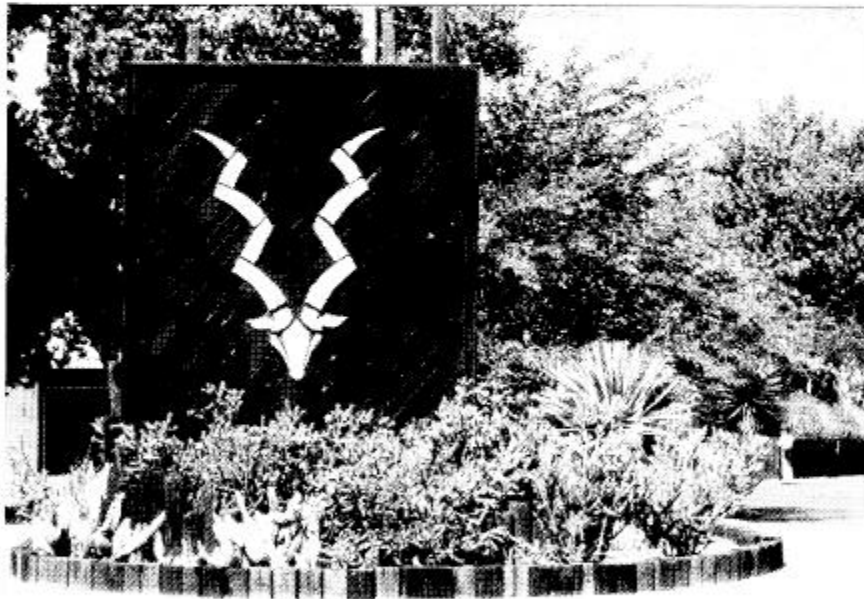
The Biological Park Projects are funded through the Quarter Cent Quality of Life Tax. An Aquatic Park is proposed at the existing Tingley Beach area, which would directly impact the Barelas neighborhood. The other projects include an Aquarium and Botanical Garden, proposed to be located north of Central Avenue.

Barelas residents who attended community meetings during the development of the Sector Plan supported improving linkages with the Biological Park Projects, specifically with the Aquatic Park project. Spin-off projects for the Zoo and the Barelas neighborhood should be encouraged with the development of the Biological Park Projects whenever possible. Other improvements developed in conjunction with the Biological Park Project should benefit the Barelas Community including a trolley, pedestrian and bike routes, and a possible transit circulator.

The Downtown Center City Transportation Study is also reviewing the extension of Tingley Drive to Bridge Boulevard in conjunction with the Zoo traffic improvements. Although an exact alignment has not yet been determined, this proposal could help take Zoo cut-through traffic out of the neighborhood, and alleviate projected traffic created by the proposed Biological Park Projects.

The concept is to create a continuous parkway drive along Tingley Drive to Bridge Boulevard which connects to the Biological Park Projects. The Barelas Fourth Street Commercial Revitalization Plan supports this connection. The final alignment should be coordinated with the neighborhood for input on a preferred alignment.

A park-and-ride program which connects the Biological Park Projects, the Zoo and the Downtown Core, should also be explored in conjunction with the Lead/Coal Study and the Downtown Center City Transportation Study. A Trolley which connects Tingley to the Zoo and possibly Fourth Street, a Transit Circulator should also be explored as a long range possibility.



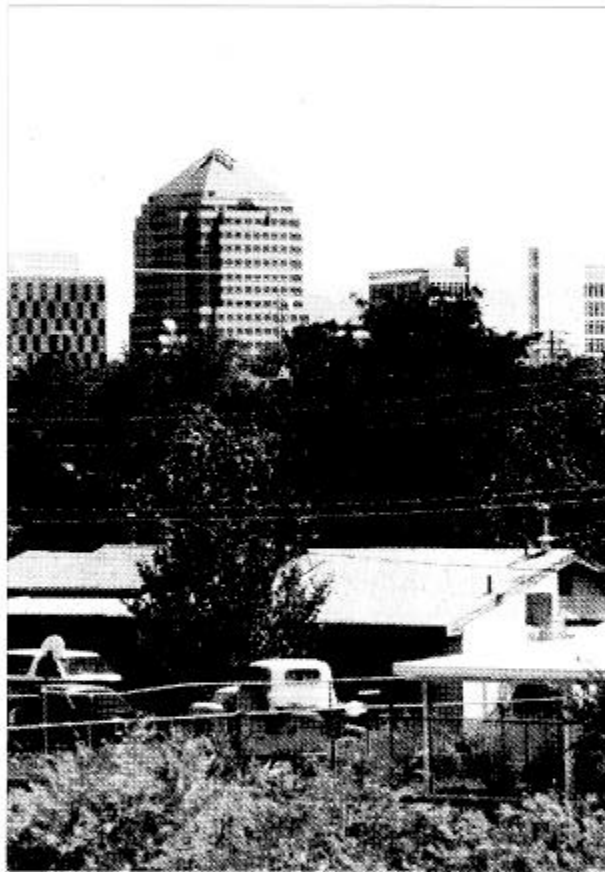
Rio Grande Zoo 1992 J.Garves

Recommendations

1. Improvements being planned for parking in the northeast Zoo property area to provide additional parking and improve traffic circulation in the area will be completed. Improved bicycle parking should be included with Zoo parking improvements.
2. The Zoo will landscape its northern fence which abuts existing residential uses to provide a northern buffer. Xeriscape should be planted in this area where appropriate.
3. Barelas residents and the Zoo should establish a regular dialogue to work together for future community plans and events. The Zoo Advisory Board should be amended to include one member from the Barelas neighborhood.
4. Improvements developed in conjunction with the Biological Park Project should benefit the Barelas Community including a trolley, pedestrian and bike routes and possibly a transit circulator.

B. Transportation and Traffic

One of the primary goals of the Barelas Plan is to stabilize the neighborhood and encourage local economic development along South Fourth Street. Specific road improvements could help accomplish these goals by preserving residential areas and strengthening the area's competitiveness for economic activity. Road improvements could help take short-cut traffic out of the residential areas. Other improvements could also attract more traffic onto Fourth Street which could strengthen existing businesses and attract new ones to the area.



Barelas Skyline 1992 J. Garves

The Barelas community is adjacent to several major streets including Lead and Coal Avenues, Second, Third, Fourth and Eighth Streets, Bridge Boulevard, and Tingley Drive. The Long Range Major Street Plan identifies Lead and Coal Avenues (east of Eighth Street), Second and Third Streets and Bridge Boulevard as Principal Arterials. Eighth and Fourth Streets are designated as Minor Arterials. Alcalde Place and Tingley Drive are identified as Collectors.

Due in part to the traffic operations of these major streets, the area's proximity to the Downtown and the Rio Grande Zoo located in the neighborhood, the area contains a set of complex traffic problems.

Two studies which will affect Barelás traffic concerns and may help alleviate some of these traffic problems are being conducted by the City Public Works Department, Transportation Division. These studies include The Lead and Coal Avenues Corridor Study and The Downtown Center City Transportation Study.

The Lead and Coal Avenues Corridor Study's charge as established by City Council Resolution F/S 404 (Enactment No. 133-1989); is to evaluate a range of improvements to Lead and Coal Avenues for effectiveness at increasing traffic safety and mobility on these parallel arterials, while protecting the livability of the adjacent neighborhoods. The study has already resulted in eight new timed signals in the area east of I-25.

The Lead and Coal Avenues Corridor Study is reviewing a range of corridor alternatives for Lead and Coal Avenues, and more specifically adjacent to the Barelás Sector Development Plan boundaries. Lead and Coal Avenues were originally designed as residential streets rather than arterials and currently carry between 13,800 and 29,600 vehicles per average weekday, in the Barelás area between First and Eighth Streets. West of Eighth Street, Lead and Coal Avenues carry less than 10,000 vehicles per average weekday.

The corridor alternatives currently under consideration which could affect Barelás include the following improvements to Lead and Coal Avenues:

- The reduction of Lead and Coal Avenues from four driving lanes to three driving lanes, bike lanes and landscaping from Eighth Street to Broadway Boulevard.
- The conversion of Lead and Coal Avenues from one-way, two lane streets to two-way residential streets from Alcalde Place to Eighth Street;
- Intersection improvements to the Eighth Street/Bridge Boulevard intersection;
- Bus routes on Lead and Coal Avenue; and
- Improvements to Fourth Street at Coal Avenue and Lead Avenue to accommodate more traffic onto Fourth Street.

One or more of these concepts could be developed as a result of the final studies policy recommendations which will be developed in a final Corridor Study Report. Any final preferred alternatives should include input from the neighborhood. Issues such as safety, mobility and protection of livability of the community should be considered with any improvements. Improvements to these corridors could have a positive effect on traffic in this area when final policy has been developed.

The Downtown Center City Transportation Study being prepared by JHK and Associates in conjunction with the City Public Works Department, Transportation Planning Division, examines the Center City Transportation System. The study will provide a Facility Plan which adopts policy for improvements to the Center City, including Barelas. The study will examine many of the traffic concerns expressed by Barelas residents and business owners at neighborhood meetings.

One concern was that the development businesses along South Fourth Street were negatively impacted after the development of the freeway and the Fourth Street Pedestrian Mall. Barelas participants expressed a strong desire to divert more traffic onto South Fourth Street in conjunction with redirecting traffic away from Eighth Street. Fourth Street currently carries approximately 8,000 vehicles per day as compared with Eighth Street which carries approximately 10,000 vehicles per day. Final policy developed by the Downtown Center City Transportation Study for Fourth Street will incorporate neighborhood comments. Intersection improvements at Third, Fourth and Eighth Streets and Bridge Boulevard; and Lead and Coal Avenues should be examined by the Downtown Center City Transportation Study to encourage traffic on South Fourth Street and help promote the business in the area. The need for connections from Fourth Street to the Downtown Core, Central Avenue, the Pedestrian Mall, Civic Plaza, the Zoo and the Biological Park Projects were also discussed by residents and should be explored further by the Downtown Center City Transportation Study.

A parking study for Fourth Street should also be completed if policy developed by the Downtown Center City Transportation study significantly affects traffic along Fourth Street. The Fourth Street Commercial Revitalization Plan recommends eliminating on street parking along Fourth and study to address the needs of the business community. The creation of municipal parking lots along Fourth Street should be considered if on-street parking is unavailable as a result of any street improvements. During neighborhood meetings participants complained of Zoo traffic and downtown employees parking in the neighborhood, this issues should also be explored when a parking study is completed for Barelas.

Residents expressed a strong desire to divert non-residential traffic off Eighth Street to alleviate congestion and traffic in the residential areas. and in the Zoo area. According to the Long Range Major Street Plan, Eighth Street is designated a Minor Arterial. The Downtown Center City Transportation Study and Lead and Coal Avenue Corridors Study are reviewing several proposals for reducing traffic on Eighth Street in order to preserve its residential character. The transportation concepts and system improvements being contemplated in the Downtown Center City Transportation Study and the Lead and Coal Avenues Corridor Study may modify the function of Eighth Street, by disconnecting Eighth Street from Bridge Boulevard and developing a cul-de-sac. This concept would need to be developed in conjunction with other improvements to the adjacent transportation system.

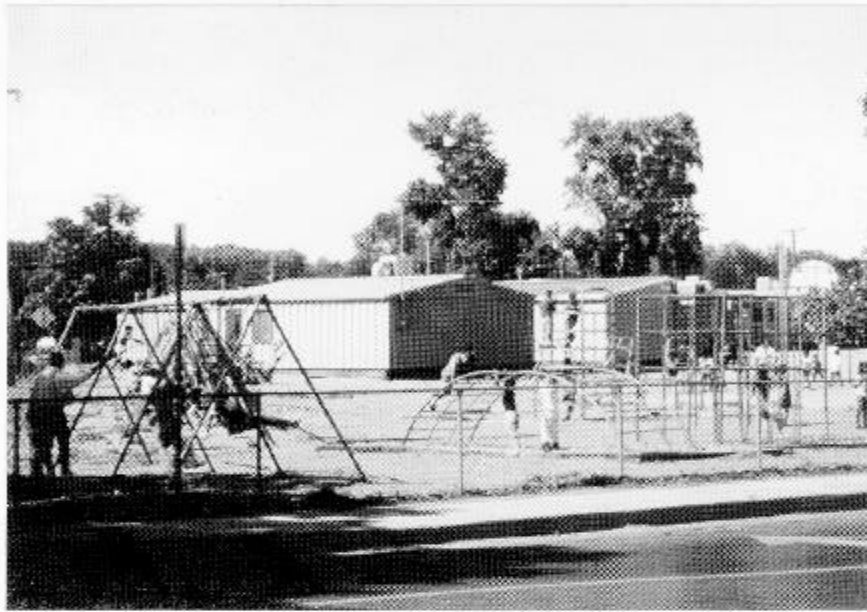
Residents and property owners who attended neighborhood meetings complained of Zoo traffic along Eighth and Tenth Streets and spill-over of Zoo parking onto residential streets. The Downtown Center City Transportation Study is reviewing several alternative connections from the Zoo, to Tingley Drive and the Biological Park Projects, which would improve Zoo traffic. These alternatives include:

- Providing one or two dedicated access points to the Zoo and making Zoo access from other roads difficult, if not impossible;
- Establishing a primary Zoo access route off Tingley Drive north of the Zoo;
- Implementing a neighborhood parking program in the Zoo area;
- Using Downtown or other (new) peripheral parking with shuttle transit service;
- Establishing a new additional Zoo entrance from the west, off Tingley Drive; and
- Creating a Zoo Parkway off Fourth Street, down Atlantic Avenue, to the Zoo.

The recommendation to connect Tingley Drive to Bridge Boulevard could be accomplished through a realignment of Tingley Drive directly south to Bridge Boulevard, or realigning Tingley Drive to connect to Eighth Street adjacent to Simpier Avenue. Final recommendations for improvements to Eighth Street may include several of the alternatives working together, and the Sector Plan supports implementation of the recommendation made by the Downtown Center City Transportation Study. The Downtown Center City Transportation Study's proposed alternatives could help minimize traffic impact on Eighth Street and allow traffic to flow smoothly down Tingley Drive.

Neighborhood participants suggested that the City Fire and Police Departments consider a route to the South Valley other than Eighth Street. The City Fire and Police Departments policy is to utilize the quickest route possible.

Residents who were concerned about the new Zoo connection recommended that the impact to the neighborhood be minimized. Depending on the recommended alignment several houses may have to be relocated to accomplish this goal, if a southern connection is developed through the south Zoo parking lot to Tingley, the alignment should be developed so as not to isolate any parts of the neighborhood. A final policy with preferred alignments will be coordinated through the Downtown Center City Transportation Study in cooperation with the Zoo and input from the neighborhood. In addition, final improvements should consider improvements to sidewalks, wheelchair ramps, local streets, planning and construction of bike paths, pedestrians paths, landscaping buffers, placement of bus shelters and benches, and other improvements which would benefit the neighborhood. Adequate traffic signs, specifically signifying school crossings, children-at-play and school zones should be included. A trolley off Fourth Street with connections to Eighth Street, the Zoo, Tingley Drive, and the Biological Park Projects is also strongly encouraged.

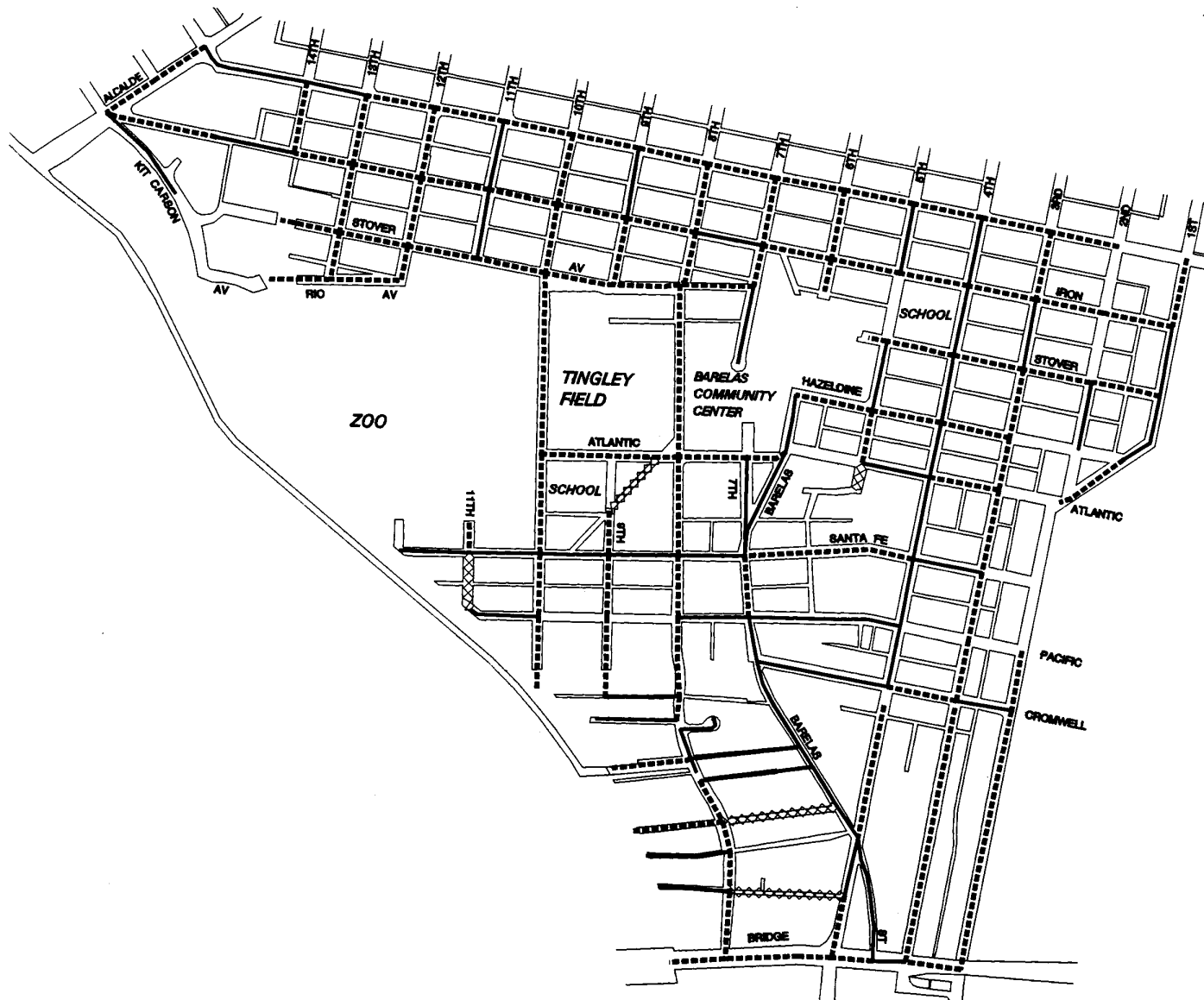


Playground Dolores Gonzales Elementary J.Garves

Albuquerque Public Schools are proposing an expansion to the Dolores Gonzales Elementary School. Traffic circulation problems in this area are complex and any alternative to these problems are compounded by the Rio Grande Zoo traffic off of Tenth Street and Atlantic Avenue, and transportation connections to the Biological Park Projects. An adequate entrance and thoroughfare for the school should be created so that there will be an end to a congested, unsafe area for the children. Final recommendations for improvements made by the Downtown Center City Transportation Study should be coordinated with Albuquerque Public Schools, the Biological Park Projects and the neighborhood to improve the area.

Additional resident concerns expressed at public meetings included improvements to local streets, alleys and sidewalks throughout Baretas. The City Street Maintenance Division, Public Works Department, is responsible for such improvements and generates an Inventory and Rating System report which prioritizes city streets and some sidewalk projects. Property owners are typically assessed for sidewalk improvements. (Refer to Maps #4 and 5)

The Inventory and Rating System report is primarily directed at maintaining deteriorated roadways. The program identifies and rates needed street rehabilitations numerically, all roadways are then prioritized based on this numeric rating and recommended improvements are then programmed into the City Decade Plan for Capital Improvements. Currently, approximately 80% of Albuquerque's city streets are rated poor to very poor, including approximately 88 miles of residential roadway.



BARELAS

September 1992

STREET CONDITIONS MAP

- Good (no pattern)
- Fair
- - - - - Poor
- XXXXX Dirt

Street improvements programs are divided into three project categories: arterial; collector/commercial; and residential. The 1992 Street Rehabilitation Program consists of 32.2 miles of residential roadway scheduled for overlay, 6.1 miles of arterial to be resurfaced and 56.7 miles of residential roadway to receive a slurry seal.

Recent improvements which have been made in Barelas by the City Public Works Department include paving Bell Avenue and improvements to Fifth Street from Lead Avenue to Atlantic Avenue. Bell Avenue was paved in 1992 by a House Memorial funded through the State and County. Improvements to Fifth Street, Lead Avenue to Atlantic Avenue, was completed in 1991 through a House Memorial funded by the State and City.

The overlay process typically used on deteriorated residential roadway consists of milling one and a half inches of the old pavement off, placement of a paving fabric to retard cracking and then the placement of a new one and a half inch asphalt cement pavement surface. The City has programmed several streets in the Barelas area for overlay improvements. Proposed streets in Barelas scheduled for improvements include the following:

Recommended Streets for 1992-93 Overlay

| | |
|---------------------|---|
| Lewis - | Eighth Street to Barelas Eighth Street to west end of street |
| Cromwell - | Second to Third Street |
| First Street - | Coal to Iron |
| Twelfth Street - | Coal to Iron Iron to Stover |
| Thirteenth Street - | Iron to Coal Stover to Iron Rio to Stover |

The following alleys also need to be paved and millings are recommended where appropriate. These include:

Alley Paving Improvements

Second to Fifth Street between Hazeldine and Stover

Fifth to Sixth Street south of Iron

Southwest corner of Coal and Tenth Street

Eighth to Tenth Street south of Coal

The Traffic Engineering Division and Transportation Division should review and make recommendations for improvements at the following locations:

Neighborhood Concerns for Traffic Condition Improvements

Intersection improvements at Third Street and Bridge Boulevard

Intersection improvements at Fourth and Bridge (traffic light does now allow enough time to exit off Fourth Street)

Straighten the road at Eighth Street and Stover at jog

Dead end sign needed on Twelfth Street south of Stover

Planning staff surveyed the Barelas area for needed sidewalk improvements. The current cost of improving sidewalks is approximately \$10 per linear foot. Property owners are typically assessed for sidewalk improvements; however sidewalk improvements may be funded through federal and state programs in the older neighborhoods. The Neighborhood Association should apply for state, Community Development and Urban Enhancement Trust Fund money to improve badly needed sidewalks. The following is an inventory of sidewalks in need of repair or non-existent sidewalk footage.

Barelas Streets in Need of Sidewalks/Non-Existent Sidewalk Footage

First Street from Hazeldine to Coal on east side of the street = 500 ft.

First Street from Iron to Coal on west side of the street = 112 ft.

Second Street from Bridge to Hazeldine on west side of street = 691 ft.

Second Street from Bridge to Hazeldine on east side of street = 952 ft.

Third Street from Bridge to Coal on east side of street = 540 ft.

Third Street from Bridge to Coal on west side of street = 426 ft.

Barelas to Atlantic on west side of street = 1607 ft.

Barelas to Atlantic on east side of street = 1427 ft.

Eighth Street from Bridge to Coal on west side of street = 259 ft.

Eighth Street from Bridge to Coal on east side of street = 521 ft.

Seventh Street on west side of street = 75 ft.

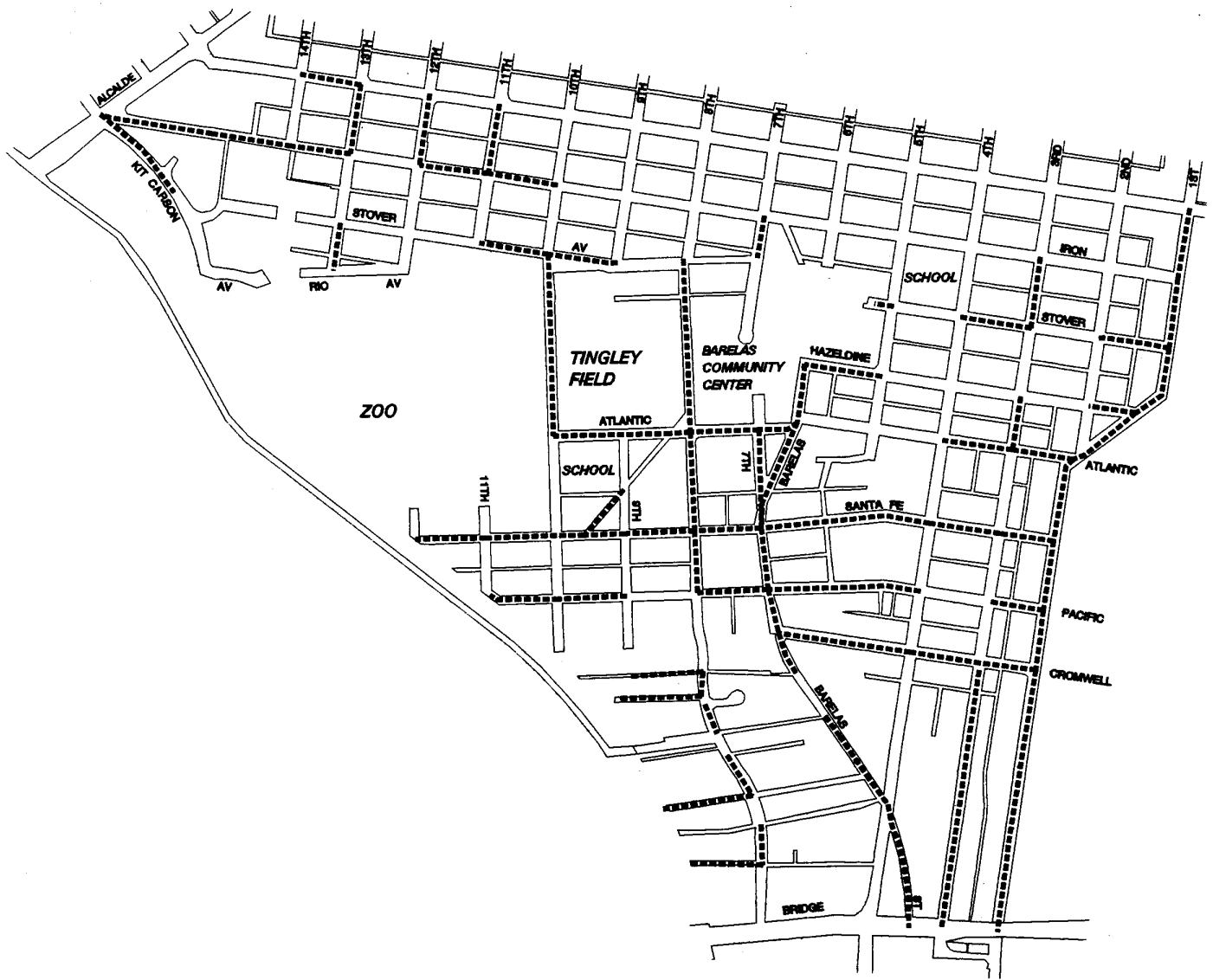
Seventh Street on east side of street = 104 ft.

Eleventh Street on west side of street = 145 ft.

Eleventh Street on east side of street = 150 ft.

Thirteenth Street on west side of street = 42 ft.

Thirteenth Street on east side of street = 55 ft.



BARELAS

SIDEWALKS MAP

NORTH
September 1992

----- Missing Sidewalks

Cromwell to Second Street on south side of street = 660 ft.
Cromwell to Second Street on north side of street = 252 ft.

Pacific to Second Street on south side of street = 336 ft.
Pacific to Second Street on north side of street = 417 ft.

Santa Fe from Twelfth Street to Second Street on south side of street = 569 ft.
Santa Fe from Twelfth Street to Second Street on north side of street = 831 ft.

Atlantic to Second Street on south side of street = 194 ft.
Atlantic to Second Street on north side of street = 74 ft.

Hazeldine to Second Street on south side of street = 100 ft.
Hazeldine to Second Street on north side of street = 148 ft.

Stover to First Street on south side of street = 229 ft.
Stover to First Street on north side of street = 158 ft.

Iron to First Street on south side of street = 180 ft.
Iron to First Street on north side of street = 513 ft.

Miscellaneous Sidewalk Improvements

Fourth Street to Cromwell on Barelas Street

West side of Eighth Street Bridge to Marquez

Atlantic Avenue between Barelas and Eighth Streets

Fifth and Stover

623 Fifth Street SW-northwest corner

Barelas Road from Fourth Street to the Barelas Community Center, i.e., sidewalk, establishing the road's historic significance

Recommendations

1. A landscaped buffer strip, pedestrian and bike improvements should be considered along Coal Avenue in conjunction with policy development in the Lead and Coal Avenues Corridor Study for this area.
2. The Downtown Center City Transportation Study should implement traffic improvements which divert traffic onto South Fourth Street in conjunction with redirecting traffic from south Eighth Street. The need for additional transportation linkages from Fourth Street to the Downtown Core, Central Avenue, The Fourth Street Pedestrian Mall, Civic Plaza, the Zoo and the Biological Park Projects should be explored further in the Downtown Center City Transportation Study.

3. A study to analyze intersection improvements is needed at Third Street, Fourth Street, Eighth Street and Bridge Boulevard and Lead/Coal Avenues should be reviewed for improvements as part of the final recommendations made by the Downtown Center City Transportation Study.
4. If on-street parking is eliminated on Fourth Street a parking study for Fourth Street should be conducted. The creation of municipal parking lots along Fourth Street should be considered, particularly if on-street parking becomes unavailable as a result of any street improvements which remove on site improvements.
5. Final improvements in the Zoo area considered by the Downtown Center City Transportation Study for Eighth Street and Tenth Street should include improvements to sidewalks, wheelchair ramps, local streets, planning and construction of bike paths, pedestrians paths, landscaping buffers, placement of bus shelters and benches, and other improvements which would benefit the neighborhood. Adequate traffic signs, specifically signifying school crossings, children-at-play and school zones should be included.
6. The Downtown Center City Transportation Study is reviewing several alternative connections from the Zoo to Tingley Drive. If a new Zoo connection is developed it should minimize the impact to the neighborhood so as not to isolate any parts of the neighborhood to buffer the adjacent residential uses. Final improvements should consider improvements to local streets, planning and construction of bike paths, pedestrians paths, landscaping buffers, placement of bus shelters and benches, and other improvements which would benefit the neighborhood.
7. A study which examines the possibility of a trolley system being developed off Fourth Street with connections to Eighth Street, the Zoo, and Tingley Drive (Biological Park Project) should be performed by the City Transit Department.
8. The Downtown Center City Transportation Study should consider an adequate entrance and thoroughfare for the Dolores Gonzales Elementary School. Final recommendations for improvements should be coordinated with Albuquerque Public Schools, the Biological Park Projects and the neighborhood.
9. The Traffic Engineering Division and Transportation Division should work together to make the following traffic condition improvements. Funding for the improvements should come from City Capital Improvements, these include:
Stover street Improvements:

*Straighten the road at Eighth Street and Stover at jog
*Install a dead end sign on Twelfth Street south of Stover
10. The City Public Works Department, Street Maintenance Division should schedule the following streets for overlay improvements:

*Lewis - Eighth Street to Barelás
Eighth Street to west end of street
*Cromwell - Second to Third Street
*First Street - Coal to Iron
*Twelfth Street - Coal to Iron
Iron to Stover
*Thirteenth Street -Iron to Coal
Stover to Iron
Rio to Stover

11. The Neighborhood Association should apply for state, Community Development and Urban Enhancement money to improve badly needed sidewalks in the area. The following are sidewalks in need of repair:

- *First from Hazeldine to Coal on east side of the street = 500 ft.
- *First Street from Iron to Coal on west side of the street = 112 ft.

- *Second Street from Bridge to Hazeldine on west side of street = 691 ft.
- *Second Street from Bridge to Hazeldine on east side of street = 952 ft.
- *Third Street from Bridge to Coal on east side of street = 540 ft.
- *Third Street from Bridge to Coal on west side of street = 426 ft.

- *Barelas to Atlantic on west side of street = 1607 ft.
- *Barelas to Atlantic on east side of street = 1427 ft.

- *Eighth Street from Bridge to Coal on west side of street = 259 ft.
- *Eighth Street from Bridge to Coal on east side of street = 521 ft.

- *Seventh Street on west side of street = 75 ft.
- *Seventh Street on east side of street = 104 ft.

- *Eleventh Street on west side of street = 145 ft.
- *Eleventh Street on east side of street = 150 ft.

- *Thirteenth Street on west side of street = 42 ft.
- *Thirteenth Street on east side of street = 55 ft.

- *Cromwell to Second Street on south side of street = 660 ft.
- *Cromwell to Second Street on north side of street = 252 ft.

- *Pacific to Second Street on south side of street = 336 ft.
- *Pacific to Second Street on north side of street = 417 ft.

- *Santa Fe from Twelfth Street to Second Street on south side of street = 569 ft.
- *Santa Fe from Twelfth Street to Second Street on north side of street = 831 ft.

- *Atlantic to Second Street on south side of street = 194 ft.
- *Atlantic to Second Street on north side of street = 74 ft.

- *Hazeldine to Second Street on south side of street = 100 ft.
- *Hazeldine to Second Street on north side of street = 148 ft.

- *Stover to First Street on south side of street = 229 ft.
- *Stover to First Street on north side of street = 158 ft.

- *Iron to First Street on south side of street = 180 ft.
- *Iron to First Street on north side of street = 513 ft.

- *Barelas Street from Fourth Street to Cromwell

- *West side of Eighth Street-Bridge to Marquez

- *Atlantic Avenue between Barelas and Eighth Streets
- *Fifth and Stover

*623 Fifth Street SW-northwest corner

*Barelas Road from Fourth Street to the Barelas Community Center, i.e., sidewalk, establishing the road's historic significance

*Rio - East end to Thirteenth Street

*Cromwell - Third Street to Second Street and Third Street to Fourth Street

*Iron - Fourth Street to Third Street; Sixth Street to Fifth Street; Seventh Street to Sixth Street

*Pacific - Third Street to Second Street



2nd Street looking North 1992 J.Garves

C. Transit

The Barelas neighborhood is served by three Sun Tran routes: Routes 18, 53, and 54. Route 18 acts as a Barelas circulator; operating on Fourth Street north to Lead Avenue, then south on Tenth and Eighth Streets and east on Bridge Boulevard back to Fourth Street. Service is provided Monday through Saturday, with the Saturday route servicing a smaller area than the Monday through Friday route. Routes 53 and 54 operate Monday through Saturday. Route 53 provides service to this neighborhood along Fourth Street and Route 54 provides service along Eighth Street.

Residents have expressed a need for additional direct transit service to the neighborhood and to the Zoo. This could be accomplished by re-routing several alternative routes, and providing more frequent service to the area. The Transit Department will evaluate existing routes and improve service to Fourth Street by providing additional connections to the area. Any recommended changes will be processed through the department's established route review procedure. An enhanced bus stop area in the vicinity of the proposed Satellite Park should also be developed. In addition, bus benches and shelters should be placed in Barelas where needed, especially on all major arterials. The Transit Department should consider connecting the Uptown Winrock/Coronado route more directly to the Zoo to provide enhanced service, particularly on Sundays if possible.

Fourth Street parking and Zoo parking were identified as concerns by residents. A parking study is being conducted in conjunction with the Downtown Center City Transportation Study to address some of these issues. The Public Works Department, Planning Department and the Transit and Parking Department are working with a private consultant to develop an overall parking policy for the Downtown Core and the Center City, including Barelas and the Zoo area. The policy will deal with the varying downtown parking needs, long and short term parking, special event parking and the need for shuttle service. A proposal that will incorporate transit usage and improved pedestrian ways to facilitate people movement within the area should be developed as part of the study.

Fourth Street parking may become a more complex problem with the development of new businesses in the area. In addition, placing more traffic on Fourth Street will require that the public and private sectors work together to solve some of these parking problems. The parking policy should evaluate parking problems along Fourth Street as this area is revitalized. The City should also investigate the possibility of developing municipal parking lots along South Fourth Street to assist with this problem.

The Zoo currently has plans to provide additional parking in the northeast area of the Zoo property, which would alleviate some of the Zoo parking problems. Barelas residents also suggested a park-and-ride program be developed by the City Transit Department, connecting the Downtown parking areas to the Zoo. The Lead/Coal Study also recommends a park-and-ride program be developed, with possible connections to the proposed Downtown Passenger Exchange and the downtown parking structures in conjunction with the Zoo and the proposed Quality of Life Projects. The Downtown Center City Transportation Study's proposed parking study should also evaluate parking problems in the vicinity of the Zoo.

The lack of available parking in Barelas contributes to the need to support and encourage a trolley system in the Downtown. The City Transit Department has submitted a Federal Transit Administration Section III Grant for the purchase of up to five compressed natural gas trolleys. These trolleys will be used for park-and-ride service during the morning and evening peak period and for express service from 9:00 to 3:00 PM. If the funding becomes available, Sun Tran's current plans call for the addition of trolleys to service a "Cultural Corridor"; along Central Avenue from Old Town to Nob Hill.

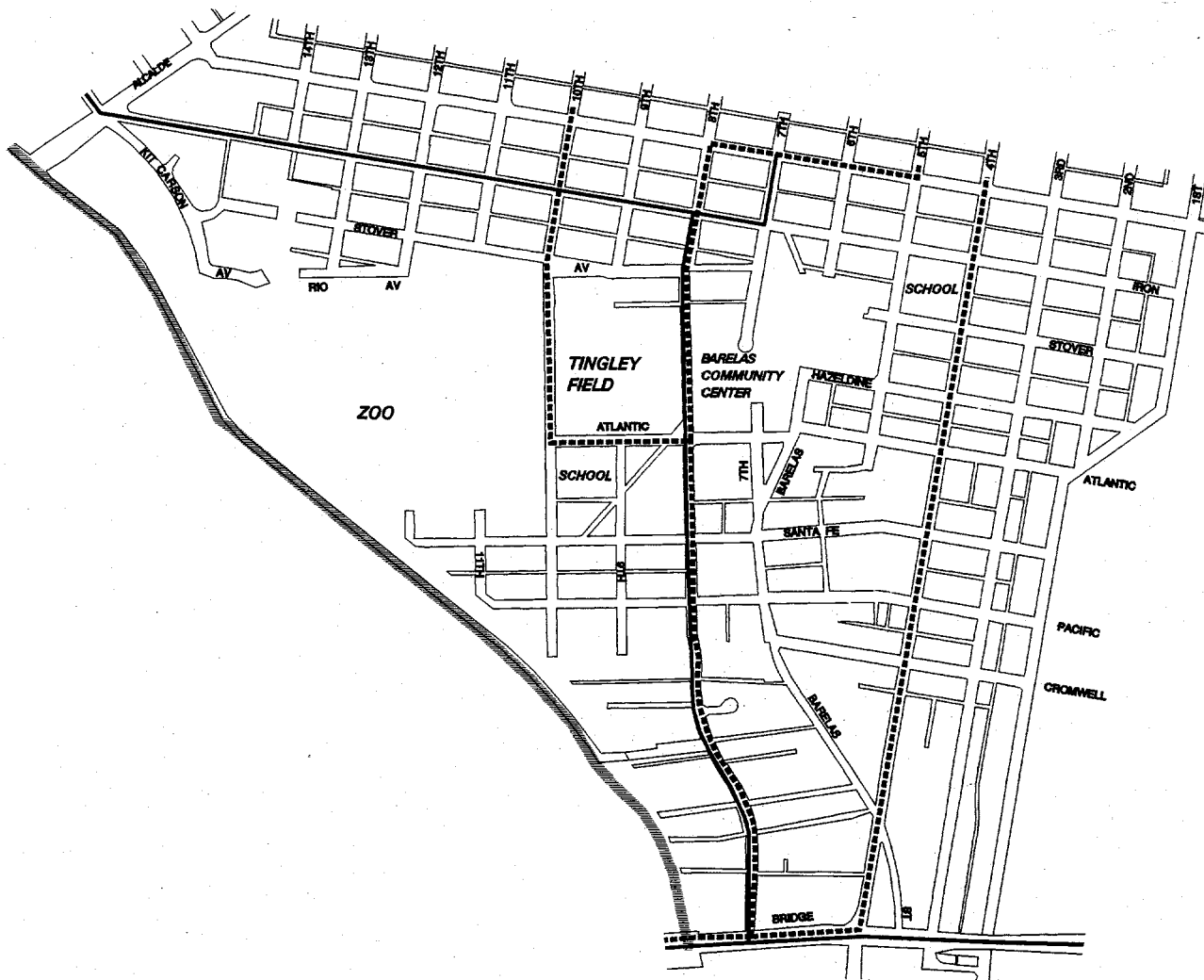
The commercial revitalization effort along south Fourth Street, the Zoo, the proposed Quality of Life Projects and the Central Avenue Revitalization Project reinforce the need for improved access from the neighborhood to the Central Business District. In the future, the City Transit Department should consider a transit circulator system in the area, possibly connecting Fourth Street to Central Avenue to become part of a larger system. The transit circulator concept should be considered as a long range planning effort, incorporating the proposed Quality of Life Projects and the Cultural Corridor concept. Enhanced service to the proposed Aquatic Park Project could include trolley connections off Tingley to the Zoo and possibly down along Fourth Street. Spin-off projects from the Quality of Life Projects to the Zoo at the neighborhoods western edge should also be encouraged if a transit circulator is developed. (Refer to Map # 6)

D. Bicycle and Pedestrian Routes

In Albuquerque there are approximately 165 miles of bikeways in a network that permits cycle travel throughout the city. Bicycling in Albuquerque has never been more popular than it is today and the Barelás neighborhood has many unique attractions which could permit new bicycle connections. "Traffic calming" measures could also be considered in areas adjacent to the Zoo, such as Eighth Street and Tenth Street. (Traffic calming is a new concept that makes streets safer for bicyclists and pedestrians by slowing auto traffic through means such as lowering speed limits, narrowing roads, and adding speed bumps.)

The City of Albuquerque Bikeways map shows the following existing bikeways in or adjacent to Barelás: The Paseo Del Bosque bike trail runs north and south along Tingley Drive and continues as a bike route from Tingley to Bridge Boulevard. In addition, a bike lane runs east/west along Bridge Boulevard. The Bikeways Map does not propose any new bikeways for the area. However, the sector plan recommends bike and pedestrian routes be developed in the western area to better integrate the Biological Park Projects, the Zoo and the neighborhood.

In conjunction with these improvements bike and pedestrian routes are recommended along South Second Street. The Sector Plan proposes a streetscape improvements project along South Second Street between Bridge Boulevard and Coal Avenue, which could integrate these bike and pedestrian routes. The Lead/Coal Study is considering the creation of a new bike lane along Coal Avenue. In addition, the Barelás Commercial Revitalization Plan recommends the development of a pedestrian and bikeway system connecting Fourth Street, the Zoo and the Quality of Life Projects. This concept should be studied further by City Planning Department and the City Transit Department which would integrate a trolley system. The City Public Works Department is also considering the concept in the Downtown Center City Transportation Study. Additional recommendations for bike and pedestrian facilities may be proposed in that study.



BARELAS

NORTH

 September 1992

EXISTING TRANSIT & BIKEWAYS MAP

- Bus Routes
- Bike Lane
- ▨▨▨▨ Bike Trail (recreation trail)

Recommendations

1. The Transit Department will evaluate rerouting proposals to improve service to Fourth Street by providing additional connections to the area. Any recommended changes will be processed through the department's established route review procedure.
2. An enhanced bus stop area in the vicinity of the proposed Gateway Park will be developed by the City Transit Department. Bus benches and shelters should be placed in Barelás where needed, especially on all major arterials.
3. The Transit Department will evaluate the feasibility of connecting the Uptown Winrock/Coronado route more directly to the Zoo, to provide enhanced service, particularly on Sundays if possible.
4. The parking study proposed by the Downtown Center City Transportation Study should review parking problems related to Fourth Street and recommend strategies for improved transit usage and improved pedestrianways in the area. The creation of municipal parking lots along Fourth Street should be considered, particularly if on-street parking becomes unavailable.
5. A park-and-ride program will be developed from the Downtown Passenger Exchange areas to the available parking structures, in conjunction with the Zoo and the Biological Park Projects.
6. Transit will support and encourage a trolley system in the downtown. Enhanced service to the Biological Park Projects should also be explored to include trolley connections off Tingley to the Zoo, to Fourth Street and the Downtown Core. Recommended connections should be determined by the City Transit Department in cooperation with the City Transportation Division.
7. Transit should study the feasibility of developing a Transit Circulator System in Barelás, possibly connecting to Central Avenue, the Downtown, adjacent neighborhoods and recreational attractions.
8. Pedestrian improvements and bike routes will be added along South Second Street in conjunction with streetscape improvements recommended in this plan. The final design should incorporate elements prepared in the Barelás Commercial Revitalization Plan.
9. A new bike lane will be developed along Coal Avenue in conjunction with recommendations contained in the Lead and Coal Avenues Corridor Study and streetscape improvements recommended in this plan.
10. The City Planning Department should study the development of a pedestrian and bikeway system which better integrates the neighborhood with Fourth Street, the Zoo and the Biological Park Projects.

E. Parks and Community Center

Parks in the Barelás area include Eddie Garcia Park (1971); Hazeldine Vest Pocket Park (1971); The Rio Grande Park, and Tingley Field (1960). The existing Rio Grande Pool, built in 1958, is one of the oldest municipal pools and is also located in Barelás. Other parks located in the Barelás South Industrial area include the Pete Padilla Park, and the Barelás Railroad Softball Complex.

Barelás residents expressed a need for improvements to Hazeldine and Tingley Parks and the Rio Grande Swimming Pool. The Sector Plan supports improvements to these parks and the development of a new gateway park on Fourth Street, a landscape strip along Second Street and the Railroad, a landscape buffer along the south edge of Coal Avenue, and improvements to the local community center.

Improvements to the Eddie Garcia Park were recently completed. The park, located on the northwest corner of Eroy and Eighth Streets, contains approximately 1/4 acre. A survey of adjacent residents was conducted by the City and the results of this survey were incorporated into the final design for the park. A softer and greener back play-yard was provided for the children in the redesign of the park. Additional shaded areas allow a break from the hot summer sun and the basketball court was improved. The City Demonstration Housing Project, located directly across the street from the park should benefit from these improvements, as well as the whole community. A painted cross-walk from the housing project to the park should be considered to provide an improved pedestrian connection.



Eddie Garcia Park Improvements 1992 J.Garves

Hazeldine Park, located on the southeast corner of Third Street and Hazeldine Avenue, is a vest pocket park needing improvements. The park was originally built with federal money and currently consists of sand, concrete and a few benches. Improvements to the park should include additional greenery and shaded areas and new play equipment. A more colorful back drop using decorative tile could enhance the park and make it more appealing for use by local residents. The Parks and General Services Department will survey adjacent residents for input in developing a redesign for this park.

Tingley Park, developed in 1969, is a twelve acre site which includes two softball fields. The park is located on Eighth Street, adjacent to Dolores Gonzales Elementary School and the City Rio Grande Zoo. Residents' suggestions for park improvements include a walking path developed along the perimeter of the park and new play equipment. Barel原因 residents and park users will provide input to the renovation of the park.

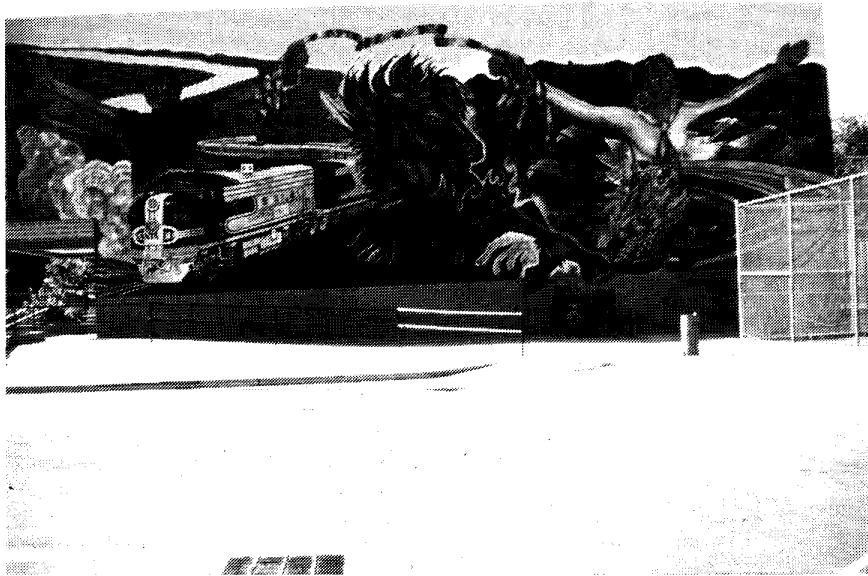
In addition, the Rio Grande Pool, located on Iron Avenue and 14th Street is in need of renovation. The pool is widely used by children of all ages from various parts of the city during the summer months.

A new park and landscaped areas are recommended for development in the neighborhood. A proposed park along Fourth Street will provide a gateway from Fourth Street to the Downtown Core. The Downtown Revitalization Strategy, approved by City Council in March 1989, also recommends linkages be developed to the neighborhoods through the development of gateways to the Core. Barel原因 residents supported the development of a park at this location at neighborhood meetings held with the City Planning Department. The park will help recognize Barel原因 as a unique neighborhood by creating a sense of place and identity. Preliminary design concepts have been developed by Claudio Vigil, Architect, as part of the Barel原因 Commercial Revitalization Plan. The State Legislature appropriated \$100,000 in the 1992 session for the development of the park. Other possible funding sources include General Obligation Bonds, Urban Enhancement Trust Fund and Community Development Block Grants.

A landscape buffer along First and Second Streets, buffering the Railroad yards was discussed by residents in the development of the Barel原因 Commercial Revitalization Program. Landscaping would help to buffer existing residential uses from adjacent heavy industrial uses (railroad yards), and help to beautify First and Second Streets. This buffer would create a sense of place and identity for the neighborhood and help protect the area from any further negative intrusions. The proposal to landscape the area is consistent with the Downtown Center City Plan which calls for landscaping of Second Street south from Central Avenue. A long-term recommendation includes the development of a wall mimicking the Alvarado Hotel motif as recommended in the Barel原因 Neighborhood Commercial Revitalization Plan. Pedestrian-scale lighting shall be incorporated into the final streetscape improvements.

The Lead/Coal Study is reviewing street improvements along Coal Avenue between Eighth Street and Second Street. The study is evaluating the possibility of reducing the number of lanes along Coal Avenue. Streetscape improvements in this area should also be evaluated and could include the addition of street trees at regular intervals or the installation of a landscape buffer south of Coal Avenue. Brick or other contrasting paving material could be used in this area. Other pedestrian amenities could include a bike lane. Improving the streetscape in this area would help to create a buffer to the neighborhood from the higher density development in the core.

The Barel原因 Community Center, 801 Barel原因 Road SW, will have contributed fifty years of service to the Barel原因 neighborhood in the spring of 1992. The Center was opened on June 13, 1942 as a result of construction efforts by League of United Latin American Citizen's (LULAC) and the community. The center offers programs for children and adults including sports, social and summer day care activities. A library is also available to the community.



Community Center Mural 1992 J.Garves

The center and its equipment have been heavily used for many years and are in need of renovation. The Park System Facility Plan for Renovation and Construction targets the Barelas Community Center for needed improvements. This plan is a Master Plan developed by the City to help set priorities for Parks Capital Improvement Projects. Projects recommended for the Barelas Community Center include, but are not limited to general refurbishing of the entire facility; resurface basketball courts; regrade grass field; outdoor shade structure; new gym floor; remove and replace ceiling treatment and restucco and patch exterior; and new furniture and equipment. In addition to new furniture, residents requested book and trophy cases for the center, and the paving of the south parking lot area which is adjacent to the site. The dirt area next to the gym has been purchased and should also be developed as needed for use by the Center. Projects which have already been completed are a complete reroofing and an upgrade to the evaporative cooling system.

Recommendations

1. The City General Services Department, Park Design Staff will survey residents who live adjacent to Hazeldine Park for input in renovating and developing a redesign for the park. The design will incorporate residents comments wherever possible.
2. Tingley Park should be improved by constructing a walking path developed along the perimeter of the park. New play equipment should be included in the park. Barelas residents and park users will provide input to the final renovation plans for the park.
3. The City will develop a Gateway Park along Fourth Street which would provide an entrance way from south Fourth Street to the Downtown Core. The final design should incorporate elements prepared in the Barelas Commercial Revitalization Plan. Funding for the project will include \$100,000 appropriated by the State in the 1992 legislative session. Other possible funding sources could include General Obligation Bonds, Urban Enhancement Trust Fund, 1% for the Arts and Community Development Block Grants.
4. The City will develop a landscape buffer along First and Second Streets, between Coal Avenue and Bridge Boulevard, to buffer existing residential uses from the heavy industrial uses. Xeriscape landscaping should be employed utilizing native plant material. The final design should incorporate elements prepared in the Barelas Commercial Revitalization Plan. Funding for the project could include Capital Improvements Funds.
5. Installation of a landscape buffer strip along the south side of Coal Avenue will be developed. The improvements could include the addition of street trees at regular intervals on the south side of Coal. Improved pedestrian amenities, a bike lane and the new streetscape will help to create a buffer to the neighborhood from the higher density development in the core.
6. Complete renovations for the Barelas Community Center scheduled in the Park System Facility Plan. Projects include, but are not limited to, general refurbishing of the entire facility; resurface basketball courts; regrade grass field; outdoor shade structure; new gym floor; remove and replace ceiling treatment and restucco and patch exterior; and new furniture and equipment. In addition, the community recommends purchase of new furniture, book and trophy cases.
7. The south dirt parking lot adjacent to the Barelas Community Center should be paved. The dirt area next to the gym has been purchased and should be developed as needed for use by the Center. If a redesign of Atlantic Avenue results in the acquisition of the houses on the northwest corner of Barelas Road and Atlantic Avenue in the Downtown Center City Transportation Study the vacated property located outside of the right-of-way should be used by the Community Center to expand the existing parking lot; including suitable landscaping.

F. Infrastructure/Utilities

Utilities for the City of Albuquerque are provided through the various divisions of the City Public Works Department.

Water and Wastewater

The Water Utilities Division manages all City water and wastewater programs. The goal of these programs is to provide and ensure water availability to property owners and to collect wastewater in the city and county. The City has a Master Plan for all water and sewer lines. Groundwater for Barelás is stored in a City Reservoir located at University and Central. It is pumped through an interceptor line that carries it through Barelás to the South Treatment Plant which is treated according to Environmental Protection Agency (EPA) Standards. The major line in Barelás is the Fourteenth Street Interceptor which connects all smaller lines. Currently Barelás has a water line on almost every street in the neighborhood. Wells in the area are approximately several hundred feet compared with Northeast Heights where wells are approximately seventeen hundred feet deep. Existing water lines are adequate for the current land uses in the area. Water lines should be added or replaced as needed to accommodate new development. (Refer to Map #7)

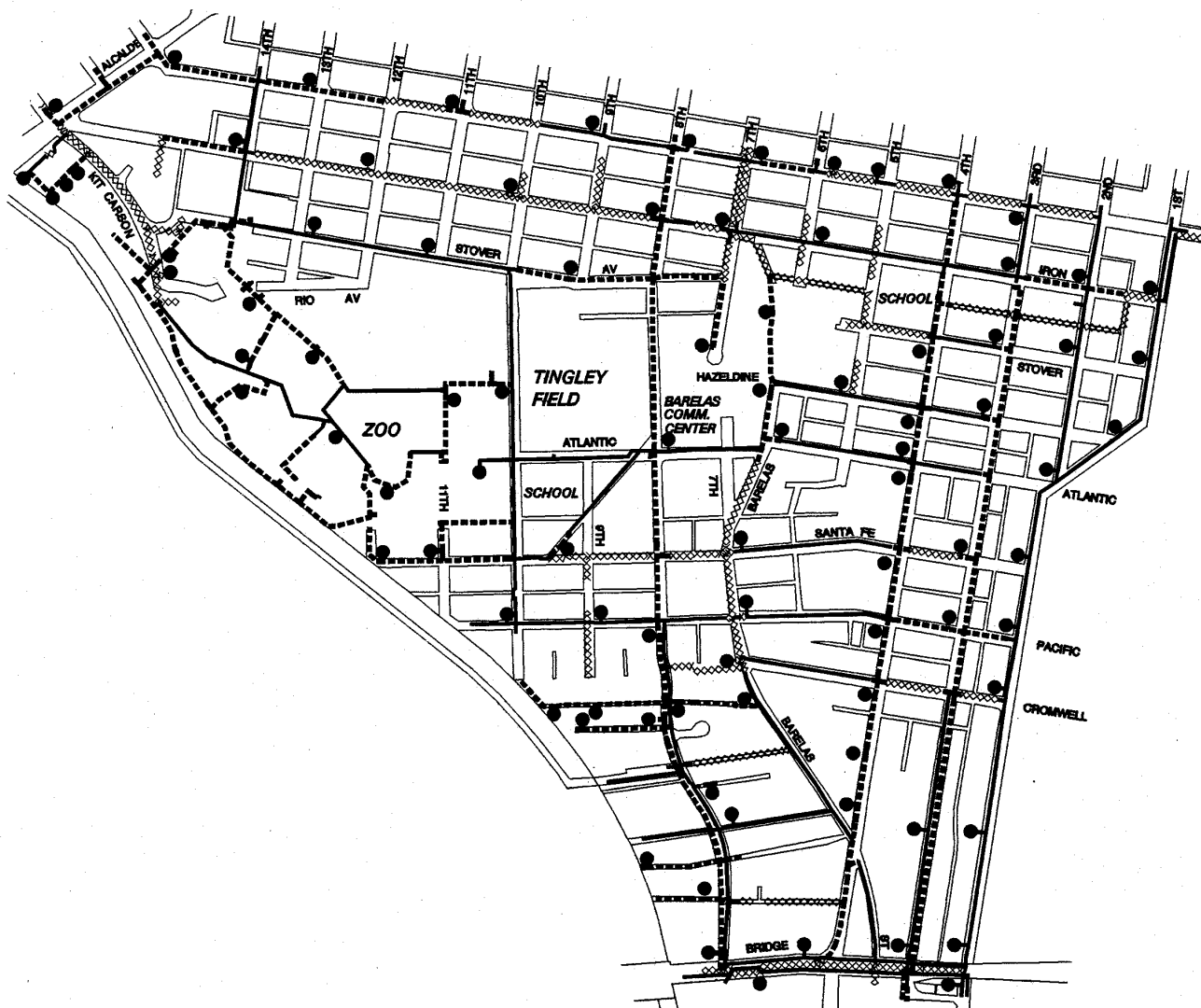
Most of the projects recommended in the 1978 Plan were completed. Three lines which are not yet completed and require additional funding include: Stover (First to Third), Hazeldine (Second to Third) and Seventh (north of Atlantic to Santa Fe). There is some discrepancy in the 1978 recommendations for these improvements because the Public Works Facilities Report does not show access to these lines. These projects should be reevaluated for coordination and completion with future street improvements if necessary. Fire hydrants are served by the same water zone. Fire Station 1, resides just north of Barelás and has been at this location since 1956.

A number of residents complained of homes sinking and cracking and falling walls in Barelás, which some felt may be a result of a water/sewer line replaced on Pacific Avenue. Many residents have already repaired their own damaged homes. The damage to the homes in the area could have occurred for several reasons. Residents questioned the liability and responsibility of the incident if related to the water sewer line placement. This issue should be investigated further by the City Risk Management Department to determine the cause.

Storm Drainage

Recent drainage projects completed by the City Public Works Department, Hydrology Division, include the installation of storm drain lines along Kit Carson Avenue and Iron Avenue; draining to the Alcalde Pump Station, and lines from Laguna Avenue to Fourteenth Avenue. Storm drain lines installed along Pacific Avenue from El Bordo Drive to Fourth Street; along Fourth Street from Iron to Atlantic Avenue and from Santa Fe to Cromwell; and along Cromwell Avenue from Fourth to the Second Street were also completed in 1987. Most of these projects were financed by the City General Obligation Bond Program with some participation by the State. (Refer to Map #8)

Storm Drain lines were installed in the following locations: Hazeldine; First to Third Street, Atlantic Avenue; Second to Third Street, Santa Fe; Second to Fourth Street, Pacific; Second to Fourth Street, Second; Pacific to Atlantic Avenue and First, Atlantic Avenue to Hazeldine Avenue. These project were funded by the quarter cent Quality of Life money and were completed in 1991. Any additional need for storm sewers along Second and Fourth Streets is currently not envisioned. However, any additional storm drainage improvement will be monitored by the City's Hydrology Division and citizen input will be considered.

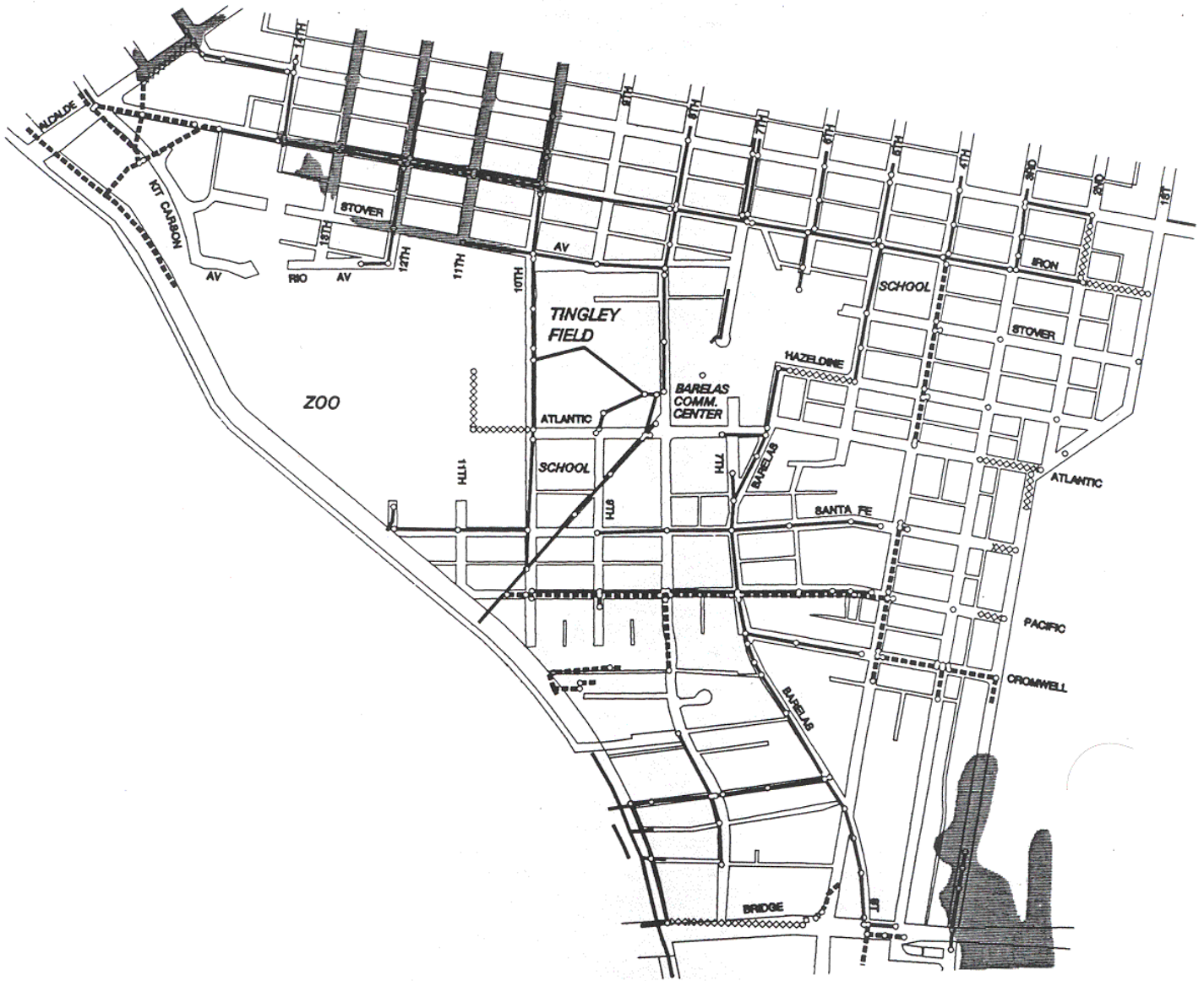


BARELAS

September 1992

WATER LINE / FIRE MAP

- Lines installed 1950 - 1969
- Lines installed 1970 - 1989
- ×××× installation prior to 1950
- Fire hydrant



BARELAS

September 1992

STORM SEWER / FLOODWAY MAP

— Lines installed 1950 - 1969

- - - - - Lines installed 1970 - 1989

XXXXX Installation prior to 1950

○ Manhole

▨ 100 Year Flood Zone



BARELAS

September 1

SANITARY SEWER MAP

- Lines installed 1930 - 1949
- - - Lines installed 1950 - 1969
- XXXXX Lines installed 1970 - 1989

The City is obligated to comply with federal and state Storm Water Quality criteria. Federal storm water quality issues are discussed in The Quality of Storm Water Policy, enacted Nov. 16, 1990, listed in the Federal Register. Older areas like Barel原因as, which often have problems because there is a need for sanitary hook ups, have benefited by the storm drain improvements described above. An Economic Opportunity Fund could be developed to provide assistance to residents who cannot afford to connect to sanitary sewer if any exist. The City Public Works Department and Community Services Development Division should investigate the possibility of developing such a fund.

On July 14, 1990, a power failure of the Alcalde Storm Sewer heavily impacted the Barel原因as neighborhood. The power failure was due to lightning striking both the independent power supplies from the Public Service Company of New Mexico (PNM). This is viewed as an extremely rare occurrence and an act of God. Flooding occurred off Stover and Eighth and Ninth Streets, due to settling of rain.

Older lines should be replaced as problems arise (Refer to Map #9). Sewer lines should be added or replaced as needed as new development occurs. Inlets and manhole lines located throughout Barel原因as are maintained by the City and residents should report any problems to the City Public Works Department, Storm Operations Division.

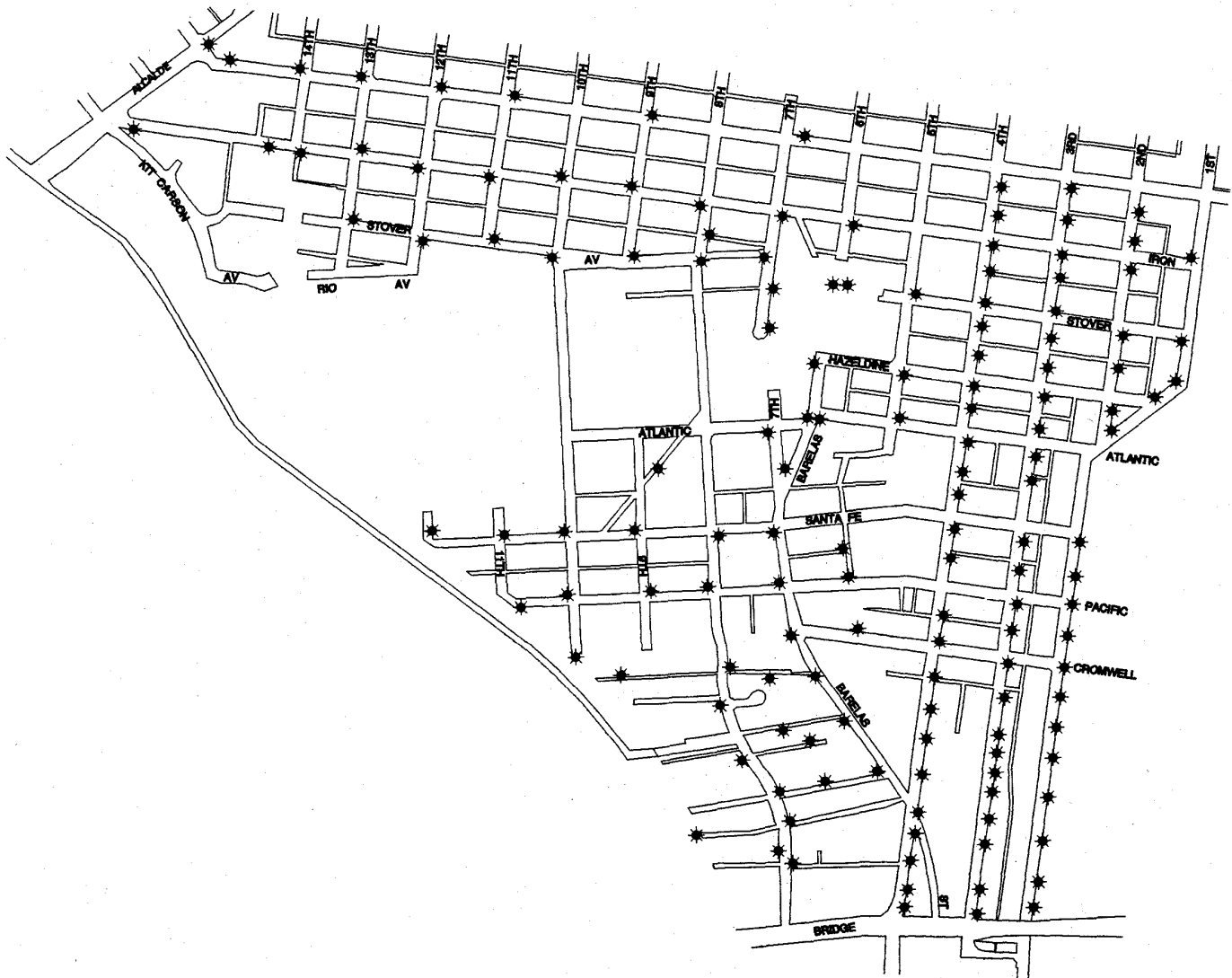
Lighting

The need for improved lighting in the Barel原因as neighborhood was a major concern of many residents and property owners who attended the plan update meetings. Street lights throughout the neighborhood need to be upgraded and replaced with high pressure sodium, particularly on major arterials such as Second and Fourth Streets, Coal Avenue and Boulevard. Other critical areas in the neighborhood include The Senior Housing Area, including pedestrian paths and Tingley Field. Map # 10 shows areas where existing lights are now located.

The Commercial Revitalization Plan for Fourth Street recommends lighting improvements along Fourth Street, including pedestrian scale street lights. The type of lighting proposed in the Barel原因as Commercial Revitalization Plan along with other recommended improvements would assist in the revitalization of the commercial district.

Pedestrian scale lighting is also proposed for placement along First and Second Streets. The Barel原因as Commercial Revitalization Plan recommends streetscape improvements be completed along Second Street, in conjunction with lighting improvements in this area. These improvements would help buffer the residential area from the railroad yards and help create a sense of identity for the neighborhood. The improvements could also help increase the perception of safety in the area.

Pedestrian scale lighting should be a long range consideration for Barel原因as Road from Fourth Street to the Barel原因as Community Center. New lighting and sidewalk would revive this street as being unique and having some historical significance to the neighborhood, and the city.



BARELAS

September 1992



STREET LIGHT LOCATION MAP

* Street Lights

Recommendations

1. Water lines in Barelas will be added or replaced as needed to accommodate new development and should be coordinated by the City Public Works Department.
2. The City Public Works Department, Utility Development Division will reevaluate three water lines recommended in the 1978 Plan, not yet completed for coordination and completion with future street improvements.
3. The City's Risk Management Department will investigate the liability and responsibility of neighborhood complaints of damaged homes along Pacific Avenue, possibly due to the replacement of a water/sewer line.
4. The City's Community Services Department and Public Works Department will investigate the possibility of developing an Economic Opportunity Fund for Barelas for residents who cannot afford to convert to sanitary sewer.
5. The need for additional storm sewers along Second and Fourth Streets will need to be monitored by the City Hydrology Division. Barelas residents are encouraged to contact the division for any drainage problems.
6. Sewer lines will be added or replaced as needed as new development occurs and should be coordinated by the City Public Works Department.
7. The City Public Works Department will upgrade street lights in Barelas on major arterials and replace with high pressure sodium lights. Other critical areas where lights are needed include the Senior Housing Area, including pedestrian paths and Tingley Field.
8. Pedestrian scale lighting will be placed along Fourth Street. A final design should incorporate elements prepared in the Barelas Commercial Revitalization Plan.
9. Pedestrian scale lighting should be considered for placement along First and Second Streets in conjunction with the proposed streetscape improvements recommended in the Barelas Commercial Revitalization Plan.
10. Pedestrian scale lighting should be considered for placement on Barelas Road from Fourth Street to the Barelas Community Center.

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IV. LAND USE AND ZONING POLICIES

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LAND USE AND ZONING POLICIES

A. Background

Residents at the Barelás plan meetings discussed many of the zoning issues included in this section and a general consensus was reached on the zoning amendments. Neighborhood concerns included emergency shelters, property values, non conforming uses, absentee landlords and code enforcement. Liquor establishments located adjacent to residential uses were also a major concern. One resident was concerned with the status and the future of the Santa Fe Yards, east of the neighborhood.

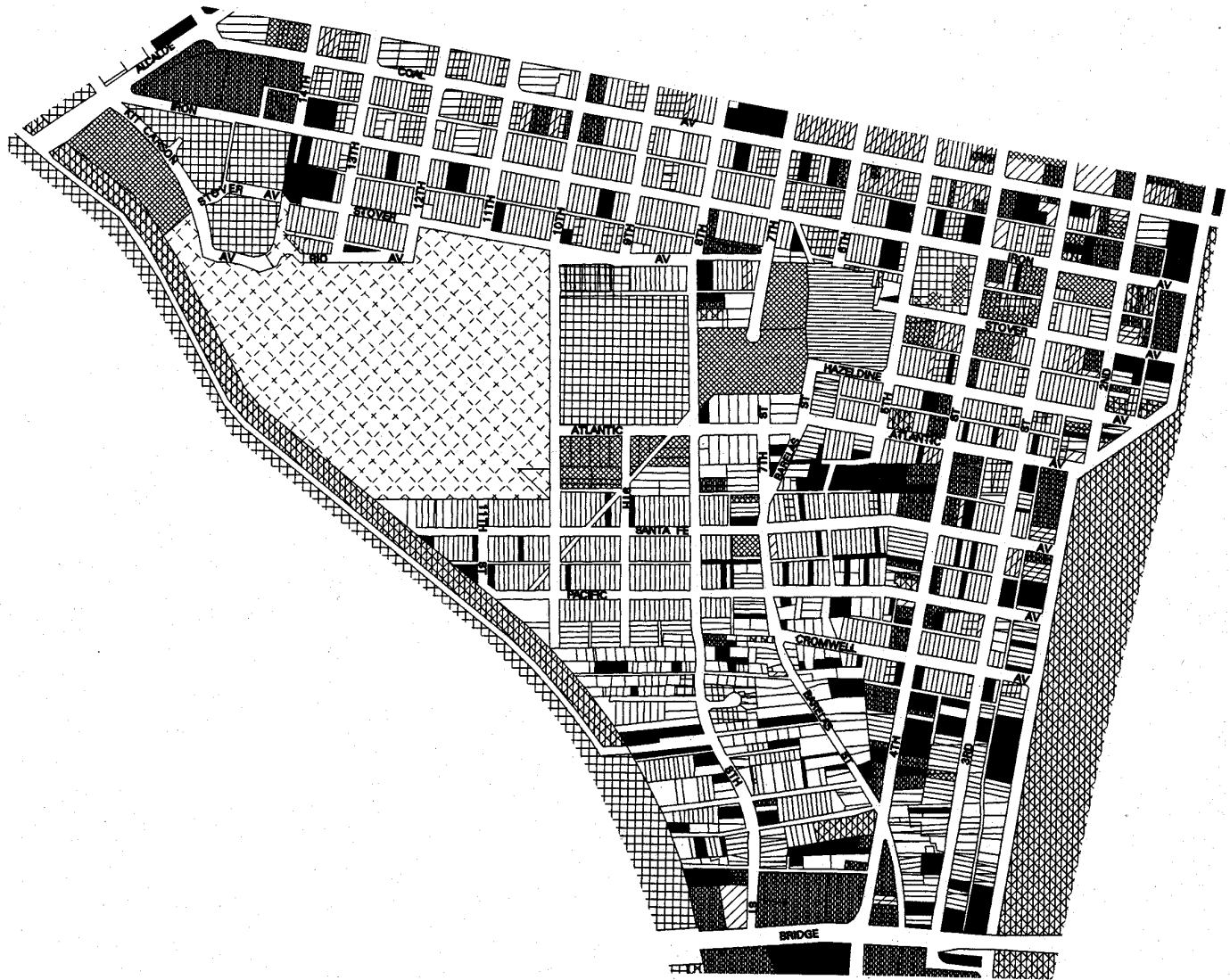
Zoning in Barelás was established in 1959. Much of the area was zoned for more intensive uses than what the current land use shows. Zoning history maps show that the Barelás neighborhood was zoned for high density uses in the interior and for heavy commercial uses along the periphery of the neighborhood. At that time, it was expected that Downtown would require room for expansion into adjacent neighborhoods such as Barelás. Anticipated expansion, however, never occurred and much of the residential development was left with intensive, inappropriate zoning patterns.

The adoption of the 1976 Barelás Sector Development Plan implemented SU-2 zoning for the area. This allowed special zoning categories which were tailored to the Barelás area. These zones were amended in 1978 and 1981. Existing zoning categories are unique to the Barelás area, and include special requirements for use, lot size, setbacks, parking, etc. Recent land use surveys conducted by the City Planning Department in Barelás show that much of the area development is consistent with the existing zoning. Current land use in the area includes low-to-moderate density residential uses, office, light commercial, warehouses and parks. (Refer to Maps #11 and #12)

The 1993 Sector Plan update recommends several amendments to the existing SU-2 Zoning to make zoning more parallel to the existing development in areas where land use and zoning are not compatible. The new zoning is designed to help stabilize the residential and commercial areas. The residential zoning allow for a more single family oriented development, with special requirements for smaller lot sizes, parking, etc., to make allowances for development patterns unique to the area. The commercially zoned areas allows for economic growth, particularly along South Fourth Street, where commercial development is concentrated in three distinct nodes. These areas already contain successful commercial businesses and encouragement of these areas will build on the existing development patterns. Zoning amendments are discussed in further detail in the Zoning Justification portion of the Plan.

Design Guidelines are recommended in the Barelás Commercial Revitalization Plan for Fourth Street, which will help to preserve the architecture of the area and create a unique character for new development. Although the design guidelines are not directly tied to the zoning, property owners who make use of city financial incentives for facade improvements will be required to adhere to the guidelines.

The City Zoning Code Enforcement Section will implement the zoning outlined in this plan. The Enforcement Section has inspectors who generally work on a complaint only basis. The Code Enforcement Division enforces zoning and sign regulations, building, plumbing and electrical codes. Common zoning complaints of the division include inoperative vehicles, outside storage and fencing. The division also enforces the City Weed and Litter Control Ordinance. Inspectors are responsible only for private property; the City Police Department is responsible for litter problems located on City right-of-way.



BARELAS LAND USE MAP

NORTH
September 1992

- | | |
|-----------------------------------|------------------------|
| Single Family | Industrial & Utilities |
| Multi Family | Parks |
| Residential Other | Zoological Park |
| Office / Instit. / Govt. / Church | Vacant & Agricultural |
| Commercial | Parking Lots |



BARELAS EXISTING ZONING MAP

NORTH
September 1992

| | |
|------|---------------------------|
| TH | TownHouse |
| RC | Residential / Commercial |
| MFR | Multi-Family Residential |
| MDA | Medium Density Apartments |
| HDA | High Density Apartments |
| O | Office and Institutional |
| CC | Community Commercial |
| HC | Heavy Commercial |
| HI | Heavy Institutional |
| PK | Park |
| SU-1 | Special Use |

B. Rezoning Justification

The following section is a justification and explanation for amending the land use categories contained in the SU-2 Zoning of the 1993 Barelás Sector Plan area.

Residential

The previously zoned TH area is R-1 with the adoption of the plan, with exception of an area three half blocks south of Iron Avenue between Eleventh and Fourteenth Streets; in this area, which contains a number of premises containing two dwellings. An R-T Townhouse category is mapped as a partial buffer between the single-family land use area and the higher density residential and office use areas to the northwest.

The majority of the remaining houses located west of Fourth Street in the Barelás neighborhood were previously zoned TH (Townhouse). R-1 (Single Family) regulations tailored to Barelás allows development of existing smaller lot sizes and is oriented towards single family development. R-1 also encourages detached single family infill development in this area. R-1 is more appropriate for this area, due to the number of available small vacant lots. The minimum lot width requirement is also less than the City Zoning Code requirement.

The R-C and portions of the CC (Community Commercial) areas are amended to R-G (Residential Garden). The residential area east of Fourth Street, along the railroad tracks, including the area previously zoned RC (Residential/Commercial) and CC (Community Commercial) is RG (Residential Garden). RG (Residential Garden) allows the existing residential land uses to continue and encourage future residential infill. The land use survey showed that the primary land use in this area is single family residential or low density apartment (1-2 dwelling units/per lot). Future commercial uses are not allowed other than a home occupation as defined by the City Zoning Code. Intensive commercial uses will be phased out, which will help stabilize the existing residential community. Recent evidence of new single family residential development in this area indicates a desire for additional residential infill, and changed neighborhood conditions in the area. Package liquor sales will not be allowed as a non-conforming use, after a period of five years of the adoption of this zone and will be phased out in this area.

The MFR (Multi-Family Residential) category is changed to the R-2 category; R-2 corresponds to the R-2 Zone in the Comprehensive City Zoning Code with a site plan requirement. Site plan approval is required for new development because this area abuts the Downtown Core and is in a transition zone. The site plan requirement will encourage uses that are compatible with the adjacent single family development in the neighborhood.

The HDA (High Density Apartment) becomes R-3 (Medium Density Apartment) with adoption of the plan. The previous HDA Zone corresponded to the old R-4 Zone in the City Zoning Code. Higher density residential uses already located along Coal Avenue, act as a buffer from commercial and office uses located in the adjacent Downtown Core to the lower density residential uses located in the interior of the Barelás neighborhood. The R-3 category corresponds to the R-3 Zone in the Comprehensive City Zoning Code, with several exceptions, including a site plan requirement. The R-3 category will make the existing higher density apartments a conforming use and allow the potential for future higher density housing in this area. A site plan requirement for new development will help make high density infill development more compatible to the neighborhood, which abuts the Downtown Core.

Commercial

Commercial properties designed for old commercial storefronts previously zoned for residential uses are LCR (Limited Commercial Residential). LCR allows the "ma and pa" grocery stores, designed for limited commercial uses, to continue and serve the neighborhood. LCR allows old commercial storefronts primarily located along Eighth Street to become a conforming use. The potential for limited commercial activity in residential areas helps to meet the needs of the residents who have no nearby grocery stores.

R-C (Residential/Commercial) and CC (Community Commercial) zoned areas, located along Fourth Street, are rezoned to NCR (Neighborhood Commercial Residential). NCR is a more neighborhood oriented commercial zone. The NCR will encourage a continuous neighborhood commercial corridor along Fourth Street, while assisting in the revitalization of existing commercial nodes and implementation of strategies contained in the Barelas Commercial Revitalization and Metropolitan Redevelopment Plan for Fourth Street. NCR will also restrict the sales of alcoholic drink for consumption off premises. The NCR category allows permissive C-1 uses and makes C-2 permissive uses conditional, as defined by the City Zoning Code. The NCR Land Use includes a two (2) year grace period for development of a vacant or unimproved parcels as a conditional use for uses permissive under the previous zone category.

RC (Residential/Commercial) located along Coal Avenue is changed to NCR (Neighborhood Commercial Residential). Allowance of more intense neighborhood commercial uses in this existing commercial pocket will allow the existing land uses to become conforming uses, and help to revitalize this neighborhood commercial enclave.

Existing CC (Community Commercial) is changed to C-2 (Community Commercial). The CC Zone previously corresponded to the C-2 Zone in the Comprehensive Zoning Code, as will the amended C-2; therefore, only the zone name would change.

The HC (Heavy Commercial) Zone is amended to C-3 (Heavy Commercial). The HC Zone previously corresponded to the C-3 Zone in the Comprehensive City Zoning Code, which will continue; with the adoption of the plan, the name is all that changes. C-3 requires additional buffering than what is contained in the City Zoning Code, for commercial properties adjacent to residential uses primarily to protect single family development from commercial reuse of railroad properties. A landscaping plan which specifies material is required for any commercial area abutting a residential zone, including detailed information of the type of materials to be used.

HM (Heavy Manufacturing) Land Use is consistent with the zoning to the east located in the South Broadway area. It is subject to the same regulations as the Heavy Manufacturing Zone in the City Zoning Code, with several exceptions. The exceptions include a requirement for site plan review by the Environmental Planning Commission for any new construction and additional landscaping requirements. These new requirements will help to ensure and preserve the integrity of the neighborhood with the development of any future manufacturing uses.

C. Zoning

The zoning outlined herein corresponds to the Adopted Zoning Map #13.

R-G

The R-G Land Use corresponds to the R-G Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with the following exceptions:

- A. Package liquor sales is not allowed as a non-conforming use, more than five years (5) after the adoption of this plan.
- B. Existing legal non-conforming uses or uses which become non-conforming upon adoption of this plan are approved conditional uses.

R-1

The R-1 Land Use corresponds to the R-1 Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with the following exceptions:

- A. Conditional Uses
Uses permissive in the R-T Zone are added.
- B. Lot Size
 - 1. Minimum lot width shall be 40 feet per dwelling unit for replatting.
 - 2. Minimum lot area is 4,800 square feet.
- C. Setback
There shall be a front yard setback of not less than 10 feet except setback for a garage or carport shall not be less than 20 feet.
- D. Existing legal non-conforming uses or uses which become non-conforming upon adoption of this plan are approved conditional uses.

R-T

The R-T Land Use corresponds to the R-T Zone in the City Zoning Code and is subject to the same regulations as that zone.

R-2

The R-2 Land Use corresponds to the R-2 Zone in the City Zoning Code and is subject to the same regulations as that zone with the following exceptions:

- A. Setback
There shall be a front yard setback of not less than 10 feet except setback for a garage or carport shall not be less than 20 feet. Lots developed with single family units shall have setbacks as provided in the R-T Zone of the City Zoning Code.
- B. Off-Street Parking
For new construction multi-family residential development not less than one space per bath for each dwelling. Off street parking shall be provided at the rear of the property and alley access is encouraged when possible.

C. Usable Open Space

For new construction usable open space shall be provided on-site in an amount equal to 300 square feet per one-bedroom dwelling unit, 350 square feet per two bedroom dwelling unit, 400 square feet per three bedroom dwelling unit or more.

D. Site Plan Approval

Site development plan approval is required by the City Planning Director for all new multi-family residential developments under 45,000 square feet prior to approval of a building permit. Any multi-family developments over 45,000 square feet will require review and approval by the Environmental Planning Commission.

R-3

The R-3 Land Use corresponds to the R-3 Residential Zone in the Comprehensive City Zoning code and is subject to the same regulations as that zone with the following exceptions:

A. Lot Size

Minimum lot width for lots developed with multi-family units shall be 60 feet. Minimum lot depth shall be 150 feet

B. Setback

There shall be a front yard setback of not less than 10 feet except front setback for a garage or carport shall not be less than 20 feet. Lots developed with single family units shall be as provided in the R-T Zone of the City Zoning Code.

C. Density

1. For lot with a minimum lot dimension of less than 142 feet, a floor area ratio of .5 is the maximum permitted.
2. For lots with a minimum lot dimension of 142 feet or greater, a floor area ratio of 1.0 is the maximum permitted.

D. Off Street Parking

For new construction multi-family residential development, not less than one space per bath for each dwelling. Off street parking shall be provided at the rear of the property and alley access is encouraged when possible.

E. Usable Open Space

For new construction usable open space shall be provided on-site in an amount equal to 300 square feet per one-bedroom dwelling unit, 350 square feet per two bedroom dwelling unit, 400 square feet per three bedroom dwelling unit or more.

F. Site Plan Approval

Site development plan approval is required by the City Planning Director for all new multi-family residential developments under 45,000 square feet prior to approval of a building permit. Any multi-family developments over 45,000 square feet will require review and approval by the Environmental Planning Commission.

O-1

The O-1 Land Use corresponds to the O-1 Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone.

LCR

The LCR Land Use corresponds to the RC/Residential Commercial Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with the following exception:

Permissive Uses: Non-Residential uses listed as permissive are not limited by floor area.

NCR

The NCR Land Use corresponds to the C-1 Neighborhood Commercial and R-2 Residential Zones in the Comprehensive City Zoning Code and is subject to the same regulations as those zones with the following exceptions:

A. Permissive Uses

Retail sale of alcoholic drink for consumption off-premise is not a permitted use.

B. Conditional Uses

Uses permissive in the C-2 Zone except:

- a. Retail sale of alcoholic drink for consumption off-premise is not a conditional use.
- b. Outside storage is not conditional use.

C. Setback

There shall be no front yard setback allowed for properties abutting Fourth Street, except when the setback area is needed to provide:

outside seating and/or pedestrian plaza space
required clear site triangles.

D. Existing legal non-conforming uses or uses which become non-conforming upon adoption of this plan are approved conditional uses.

E. For a period of two years from the adoption of this plan, the owner of a vacant or unimproved parcel may apply for a conditional use for uses which were permissive in that parcel's zoning designation prior to the adoption date of this plan. The Zoning Hearing Examiner's decisions on such requests shall be guided by the City's criteria as set forth in Section 42.C.1 of the Comprehensive City Zoning Code.

C-2

The C-2 Land Use corresponds to the C-2 Community Commercial Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone.

C-3

The C-3 Land Use corresponds to the C-3 Heavy Commercial Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone.

HM

The HM (Heavy Manufacturing) Land Use corresponds to the M-1 (Heavy Manufacturing) Zone in the Comprehensive City Zoning Code with the following exceptions:

A. **Conditional Uses**

Uses permissive in the M-2 Zone.

B. Existing legal non-conforming uses or uses which become non-conforming upon adoption of this plan are approved conditional uses.

C. For a period of two years from the adoption of this plan, the owner of a vacant or unimproved parcel may apply for a conditional use permit for uses which were permissive in that parcel's zoning designation prior to the adoption date of this plan. The Zoning Hearing Examiner's decisions on such requests shall be guided by the City's criteria as set forth in Section 42.C.1 of the Comprehensive City Zoning Code.

D. **Landscaping Requirements**

A minimum landscaping strip of five feet shall be provided for new construction along all perimeter property lines where they abut residentially zoned property and the public right-of-way for major streets. A landscaping plan adhering to requirements listed in Section 40.J. of the Comprehensive City Zoning Code shall be submitted and approved by the Zoning Enforcement Officer prior to issuance of a building permit.

F. **Site Plan Approval**

Site development plan review and approval by the Environmental Planning Commission is required for any new development in the HM Zone.

SU-1

The SU-1 Land Use corresponds to the SU-1 (Special Use) Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone.

PR

The PR Land Use corresponds to the PR (Parking Reserve) Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone.

V. _____
HOUSING

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HOUSING

HOUSING

The 1990 Census shows that there are approximately 1,435 housing units in the Baretas area. Of these units 41.3% are owner-occupied, and approximately 2.7 persons occupy each unit. Despite the high proportion of single-family residences, over half of the population of Baretas rent their homes. Census information also indicates that the Baretas neighborhood has a higher percentage of single family homes and a lower percentage of multi-family housing and mobile homes than in Bernalillo County as a whole. According to a recent Planning Department survey of the area, the single family housing stock is located in the interior of the neighborhood and the multi-family units are concentrated at the periphery.

Over the past twelve years major federal expenditures have gone into housing rehabilitation in the Baretas community. Community Development Block Grant funding has continually been earmarked for housing improvements in the neighborhood and should be continued. Currently, the overall condition of housing stock in this area is generally good. Information regarding rehabilitation programs should be available to residents.

Over the past year Albuquerque Housing Services has rehabilitated approximately one-fifth of the primarily owner occupied structures in need of repairs in Baretas, or approximately 20% of the total city rehabs. A Building Conditions Survey of owner occupied structures in the area, completed by the City Planning Department, shows approximately 29% of the units still remain in need of repair. Many condemnations made in Baretas along Second and Third Streets have resulted in rehabilitations of several older houses in the neighborhood. The rehabilitation of blighted structures and infill housing are major issues identified by the Baretas residents at community meetings. The appearance of housing reflects on the entire neighborhood and should continually be improved, maintained and stabilized with assistance by both the public and private sectors.

Albuquerque Housing Services initiated the City's Rehabilitation Loan Program in July 1975, Council Bill Number R-244, which adopted eligibility criteria and a selection process for the program. Recently revisions were made to these requirements through updates in Council Bill Number R-56. These changes were necessary due to the continuing decrease in expected Community Development Block Grant Funding. The program goal is to produce the best quality home rehabilitations while attempting to produce program income to ensure maximum future funding for rehabilitations of homes owned by low income residents who cannot afford to make loan payments.

The City's Rehabilitation Loan Program includes a Direct Loan Assistance Program, a Corrective Rehabilitation Program and a Private Lender Participation Program. The Direct Loan Assistance Program provides deferred payment loans and low interest loans. The Corrective Rehabilitation

Program can be used on rehabilitation projects finalized within the last two years. The Private Lender Participation Program provides funds to subsidize low interest loans from private lenders, and includes the Housing and Community Development Loan Fund and the Housing Division Rehabilitation Section Revolving Loan Fund. Additional information regarding the existing programs can be obtained through the Albuquerque Housing Services, Rehabilitation Section.

Home Maintenance Training Programs designed to assist residents in maintaining rehabilitated homes is needed and should be coordinated through the Community Services Department with assistance from the Barelas Neighborhood Association. This training could assist in the actual application process for general maintenance programs. A program for residential housing repair could help the community, and stimulate other existing housing programs to work in the area. A mechanism for training could also be developed through the Neighborhood Association working with the Churches, the Community Center, the Senior Center or Work Unlimited to assist in development community outreach. Literature continually reports that these type of programs are successful money savers and cause a type of domino effect in neighborhoods where there are homogeneous racial and socio-economic groups.

Residents have expressed concern over absentee landlords. Residents suggested that absentee property owners needed to clean up their properties and rehab or demolish buildings which were in poor condition. Residents also discussed code violations along Fourth Street which may have a negative impact on the community and the Barelas Neighborhood Commercial Revitalization Plan. The neighborhood association should work with the city to identify poorly maintained properties that need improvement.



Barelas Housing Project 1992 J.Garves

Infill housing projects have been developed in Barelas, along Eighth Street. New privately financed houses built along Second Street suggests that there is an interest in new single family housing for the area. Housing projects should be encouraged in the area. The City has property in the area which could be offered for development. Financing for such a project is available from the Urban Development Action Grant (UDAG) Payback for the El Encanto Project for use in Barelas, as specified in the Ten Year Housing and Economic Development Plan and should be investigated further. In order to encourage infill, a fund which establishes a program that pays for development utility extension charges should be investigated.

A neighborhood "Plant a Tree Program" should also be developed in cooperation with the City, the Neighborhood Association and the community. The Program would help to beautify the neighborhood and encourage community pride. Species and types of trees should be chosen according to recommendations contained in the Barelas Neighborhood Commercial Revitalization Plan.

Ordinance 0-155, 1987, establishes a fund to address the neighborhood economic development and housing needs of people living within the Pocket of Poverty; dedicating the proceeds of the repayment of the Albuquerque Plaza Partners UDAG loan and the El Encanto UDAG loan, which mandates a comprehensive neighborhood development plan. The Ten Year Pocket of Poverty Plan being developed by the City will guide the use of resources from the UDAG money for the use of housing and economic development. The Ordinance dictates that 50% of the available fund income will be used for the rehabilitation of existing private housing stock and maintenance and rehabilitation of public housing stock located in the Pocket of Poverty. The remainder 50% of available fund income shall be used for neighborhood economic development in the Pocket of Poverty.

The El Encanto payback (UDAG) fund income is mandated by Ordinance for the benefit of the Barelas neighborhood. The Ten Year Plan recommends that Two Year Programs be developed to guide the use and administration of the UDAG fund income. Residents of the Barelas area requested that an immediate Two Year Program be developed for the area to establish the administrative procedure as required by the Ten Year Plan, for use of the El Encanto payback. The community recommended that the funds be administered through a city department and reviewed by the Ten Year Housing and Economic Development Trust Committee or its equivalent.

The Two Year Program should recommend immediate housing development for Barelas. The funds should be used only for projects, loans, grants and development. Any needed studies or administrative costs should be funded through an alternative source other than the UDAG - El Encanto Fund. The Program should include a Ten Year Loan Program with 0% interest and a rental rebate for apartments. Any property owner who is interested in the program will be required to meet the criteria of the program in order to qualify for available resources. Other financial programs and resources should also be utilized and encouraged.

The potential for higher density housing along Coal Avenue should also be examined. The Downtown Center City Strategy states that market studies indicate an interest in housing in the Downtown area. Coal Avenue on the fringe of the Downtown Core which can become a buffer to the lower density development already located in Barelas. Potential sites for development should be identified to establish priorities and earmark incentives for new housing. An example of a successful program near this area is the Alvarado Apartments. Any new housing development project should be designed to maintain the integrity of the neighborhood, using materials which blend into the character of the community, i.e., stucco, flat/pitched roofs.

Recommendations

1. The City Community Services Department, Albuquerque Housing Services Division should continue to inform and assist residents and landlords about existing city rehabilitation programs.
2. Code enforcement inspections will be completed on a complaint and referral basis.
3. The City Community Services Department, Albuquerque Housing Services Division and the Neighborhood Association should encourage private rehabilitation and home ownership by expanding existing housing programs into the area and implementing a low interest loan program.
4. The Community Services Department with assistance from the Barelás Neighborhood Association should work together to develop a Home Maintenance Training Programs designed to assist residents in maintaining Rehabs.
5. Residential infill development should be encouraged on vacant land, concentrating lower density uses in the interior of the neighborhood and higher density uses along the periphery.
6. The Community Services Department, Albuquerque Housing Services Division, the Planning Department, Community Economic Development Division and the Neighborhood Association should work together to investigate the possibility of establishing a program that pays for development utility extension charges for new housing development projects.
7. The Neighborhood Association should develop a Plant a Tree Program in cooperation with elements prepared in the Barelás Commercial Revitalization Plan. Species and types of trees should be chosen according to recommendations contained in the Barelás Neighborhood Commercial Revitalization Plan.
8. A Two Year Program should be developed for Barelás to establish the use of the El Encanto payback. The funds should be administered through a city department and reviewed by the Ten Year Housing and Economic Development Trust Committee or its equivalent.
9. The Two Year Program should recommend immediate housing development for Barelás, to be used only for projects, loans, grants and development. Any needed studies or administrative costs should be funded through an alternative source other than the UDAG - El Encanto Fund. The Program could include a Ten Year Loan Program with 0% interest and a rental rebate for apartments. Any property owner who is interested in the program will need to meet the requirements of the program in order to qualify for resources when they become available. Other financial programs and resources should also be utilized and encouraged.
10. The potential for higher density housing along Coal Avenue should be examined by the Planning Department and the City Community Services Department. Potential sites for development should be identified to establish priorities and earmark incentives for new housing. Any new housing development projects should be designed to maintain the integrity of the neighborhood, using materials which blend into the character of the community. New multi-family residential developments over 45,000 square feet will require site plan approval.

VI. ECONOMIC DEVELOPMENT

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ECONOMIC DEVELOPMENT

A. Commercial Revitalization

The Barelás Neighborhood Commercial Revitalization Plan, prepared by Claudio Vigil, Architects, was funded by a \$50,000 grant provided through the Urban Enhancement Trust Fund. The plan contains historical, commercial revitalization and architectural design elements, developed in conjunction with the Sector Development Plan.

The historical portion of the Commercial Revitalization Plan, developed by the Southwest Hispanic Research Institute, provides a documented overview which serves as a base for the plan and the community to build on the area's history. The history emphasizes the value of the community and attempts to define the community's identity to help preserve its critical aspects.

The Commercial Revitalization portion of the plan, developed by Southwest Land Research examines the existing and potential market conditions in Barelás. The plan considers various strategies which build on the area's strengths, while attempting to attract new businesses to South Fourth Street. The key is preservation of the neighborhood while avoiding gentrification due to the introduction of new opportunities. The plan recognizes that the neighborhood and the Barelás commercial district are inseparable.



4th Street looking north 1992 J.Garves

The Commercial Revitalization section of the plan discusses issues related to South Fourth Street, such as security, drug problems, homelessness and undervalued real estate. A survey was conducted of the existing businesses in the area and identified the following needs which are further addressed by the plan. These include the following:

- Develop pedestrian, landscaping and transportation connections.
- Capitalize on neighborhood businesses related to the downtown.
- Develop Fourth Street as an entrance to the Downtown.
- Determine the types of businesses that will work in the area.
- Address parking needs.
- Create more traffic on Fourth Street and possibly faster moving traffic.
- Identify financial assistance for new businesses moving to the area.

The Commercial Revitalization Plan also makes recommendations for organizing a local Community Economic Development Corporation which would work with the City on neighborhood economic development projects. The corporation could assist in coordination and implementation of projects approved in the Sector Development Plan and the Commercial Revitalization Plan. In addition, the Corporation could assist in organizing the South Fourth Street business community, promoting the area businesses, improving the area's image through design and appearance, and identifying available funding sources for new or expanding businesses. Sources of funding which are identified in the plan and should be explored further include the UDAG Payback (El Encanto and Bueno Foods), Urban Enhancement Trust Fund, Community Development Block Grants and General Obligation Bonds. (Refer to Appendix G)



Local business on 4th 1992 J.Garves

The final section in the Barelas Commercial Revitalization Plan is the Design Guidelines. The guidelines were developed by Claudio Vigil, Architects, for existing and new buildings located along South Fourth Street. The design guidelines attempt to create an architectural theme unique to the Barelas area and are tied to a financial program. An example of an architectural theme discussed at recent neighborhood meetings was maintaining some integrity to the remnants of the Alvarado Hotel. Significant architectural buildings identified in the Commercial Revitalization Plan which should be preserved along South Fourth Street include Wimpy's, Arrow Market and Larry's Glass Company.

An example of a specific guideline being recommended for South Fourth Street includes the removal of security bars placed on business' windows. The plan discusses various types of grill work as alternatives, which are available on the market that reflect a friendly attitude toward the public. Other issues addressed by the plan include landscaping, street furniture, and street and intersection improvements which would help improve the area's image.

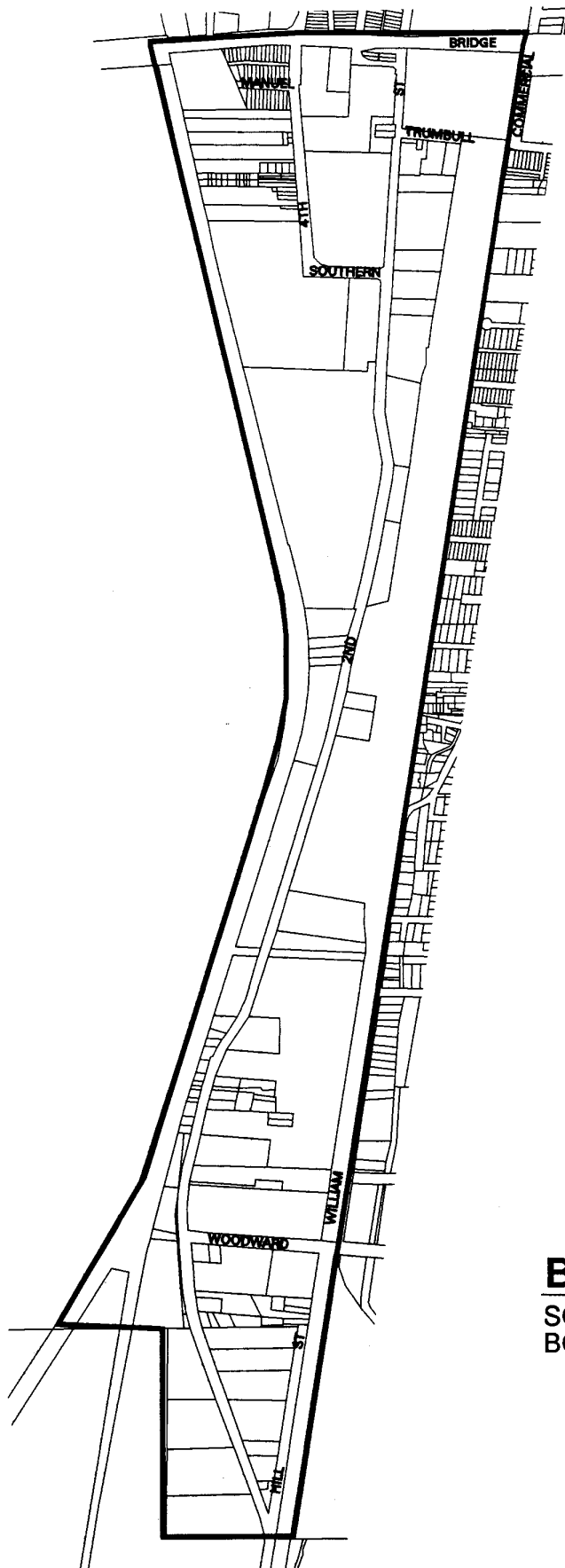
The Barelas Commercial Revitalization Plan recommends the development of a Gateway Park along Fourth Street and the inclusion of pedestrian paths between South Fourth Street and the community. The basic concept behind the revitalization plan is that Fourth Street cannot be redeveloped without improvements made to other areas of the community.

Recommendations

A financial program should be developed to assist in a facade improvement program for Fourth Street to assist in the implementation of The Barelas Commercial Revitalization Plan.



Barelas Looking West 1992 J. Garves



BARELAS

SOUTH BARELAS AREA
BOUNDARY MAP



September 1992

B. South Barelás Industrial Park

The Barelás Industrial Park is located south of Bridge Avenue between the Riverside Drain and the Railroad, and is not technically located within the boundaries of the sector plan. However, because of its proximity to the neighborhood, and financial programs which are tied to the neighborhood this plan discusses issues relevant to this area. The Park, along with the rest of Barelás is also designated a Metropolitan Redevelopment Area. The City's Metropolitan Redevelopment Plan for the Park calls for the promotion of industrial growth in the area, which is environmentally compatible to the adjacent residential uses, and the elimination of the physical and economic blight that currently exists in the Park. There is a need to develop vacant parcels which are privately and publicly owned and to improve the overall image of the park.

The Barelás Metropolitan Redevelopment Plan proposes the following steps be taken to help improve the park:

The Plan recommends encouraging the expansion of an industrial base within the area and the recruitment of new business. The use of financial incentives such as both industrial and metropolitan redevelopment bonds should be utilized. Including the area in a proposed Enterprise Zone and Foreign Trade Zone, and utilizing the Work Unlimited training program can also help to accomplish this goal. The development of vacant property by disposing of City-owned property, assembling and disposition of other vacant property and marketing the area would assist in the expansion of the industrial base.

Bueno Foods and Roses Paper Company are examples of successful businesses in South Barelás which have taken advantage of financial incentives. The same fund income as discussed in the Housing portion of the plan, mandated by Ordinance O-155, 1987, establishes a fund to address economic development in the Barelás community which should be explored further by the neighborhood.

Any new development in the area should be environmentally sensitive. North and south Barelás are inseparable areas and any new development should complement the adjacent area. In addition, local businesses should make a commitment to hire more people from the neighborhood area. A conduit for job referrals is needed to hire people from the Barelás community. The local Community Center and the neighborhood association should be utilized for assistance in this effort. A Community Development Corporation for Barelás should be developed to work with business owners along North and South Fourth Street and South Second Street to encourage and finance the economic revitalization of the area. (See Appendix G)

The Barelás Industrial Metropolitan Redevelopment Plan recommends improving the industrial park image by enforcing various City codes, especially zoning and weed and litter. Area upgrading will be accomplished through the enforcement of the Barelás Industrial Metropolitan Redevelopment Plan, for those properties subject to them and any new properties that make use of financial incentives.

The physical improvement through the improvement of infrastructure along South Fourth Street and South Second Street, the development of a railroad spur and the extension of the Sunport Corridor to Second Street would all help in the development of the Industrial Park. Improvements including sidewalk, curb and gutter and street signs should be included in the development of the industrial park. Such improvements could have a positive effect on the area and the neighborhood to the north and could result in successful economic development spin-off projects.

Recommendations

1. The City will encourage economic development on vacant and underutilized parcels.
2. The City will encourage use of financial incentives for expansion of existing business and creation of new development.
3. Elected officials should be encouraged to adopt appropriate legislation for the designation of an Enterprise Zone and a Foreign Trade Area.
4. The City Planning Department, Code Enforcement Division will enforce code, weed and litter and zoning efforts to help improve the Second Street appearance.
5. Developers who make use of financial incentives are required to comply with the Barelas Industrial Metropolitan Redevelopment Plan and make their good faith effort to hire residents from the Pocket of Poverty, specifically residents from the Barelas area.
6. A Community Development Corporation for Barelas should be developed by the neighborhood and business community with assistance from the City to work with businesses along North and South Fourth Street and South Second Street.
7. The City will develop sidewalk, curb and gutter in the development of the industrial park.

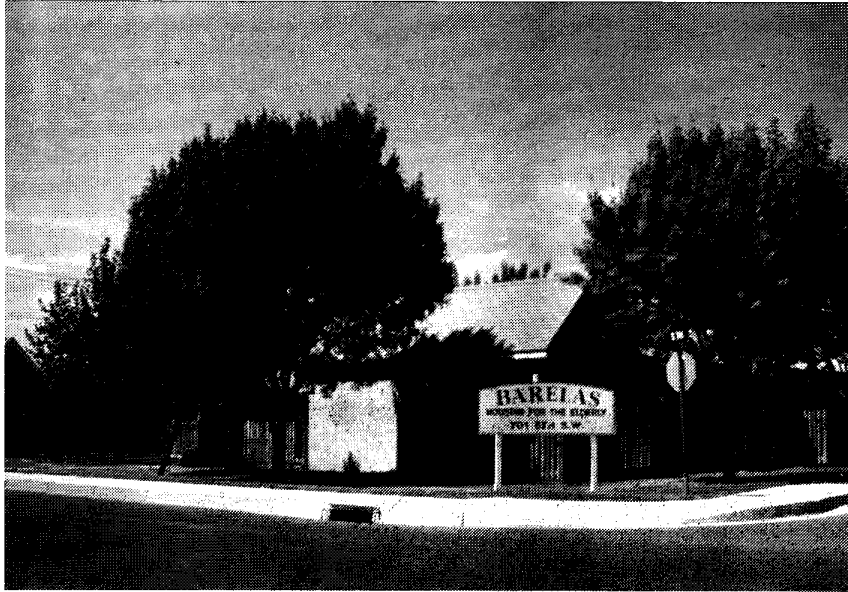
VII. SOCIAL SERVICES

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SOCIAL SERVICES

A. Elderly

According to the 1990 Census Data, the percentage of elderly living in the Barelas neighborhood exceeded the city average by 2%. The number of seniors living alone was high compared with the rest of the city.



Housing for the Elderly 1992 J.Garves

The City Senior Multi-Service Center located at 714 Seventh Street serves the senior population's needs. Also located at the Multi-Service Center are the Office of Senior Affairs administrative offices.

The Senior Multi-Service Center currently provides Information and Services, Case Management, Transportation, Frail Elderly Programs, Volunteer Programs, a Reassurance Program, an Adult Fitness Program and a Nutrition Program to seniors. All of these programs provide specific services to the senior population.

The Information and Services Program provides: information and assistance; handicapped accessibility; minor home repair; Medicare/health insurance; adult shared housing; and senior citizen legal assistance. The Transportation Program provides mini-bus transportation and seven day door-to-door transportation. The Frail Elderly Programs provide senior day care, institutionalized elderly, long-term care ombudsman, homebound network and senior day camp. The retired senior volunteer program, the foster grandparent program and the senior companion program are part of the Volunteer Programs. Senior programs for Barelas are adequate, and programs should be continued and expanded.

Recommendations

1. The City Office of Senior Affairs with input from the Neighborhood Association shall encourage the use of existing services by continuing their neighborhood outreach program.
2. The City Office of Senior Affairs with input from the Neighborhood Association shall assess existing senior programs for possible expansion and/or reorientation.

B. Homeless

Albuquerque is not unique in having to deal with the social issues of the homeless, transient population congregating in and around the city's core. Many cities, including Albuquerque have developed an overall program to deal with the downtown migratory trend. An example of a successful program is Portland, Oregon. The homeless issue is a difficult issue and appropriate city-wide policies should consistently be reviewed and implemented to address the issue of the homeless in communities.

The existing Albuquerque homeless agencies, the city and the public should work together to develop and improve education programs which respond to the presence of the homeless, and review successful strategies for dealing with the presence of homeless in communities.

There are two Emergency Shelters for the homeless located in the Baretas neighborhood, these include The Albuquerque Rescue Mission and The Good Shepherd Refuge. These shelters provide sleeping, feeding and clothing to a male population. Other service providers include God's Kitchen and The International All Faith Center which provide feeding and clothing. St. Vincent de Paul, a charitable organization, also assists the needs of the poor for household goods and social services. In the northern part of the area is an existing blood bank, and north of Coal Avenue is a blood bank and Health Care for the Homeless.

The transient/homeless issue has impacted the Center City and Baretas due to the number of providers in the general area; however homelessness affects the entire City. The Human Services Strategic Plan for Greater Albuquerque, 1989-1991, prepared by the City of Albuquerque Department of Human Services, reports a need for increased bed space.

Most homeless service providers located in the Baretas area are generally located in commercial zones. Several, however abut residential development. The City should work to correct any negative effect the homeless have on residential uses and the business environment in Baretas. A study which would provide ways to mitigate any negative effects on property values should be conducted. Should any existing shelter decide to expand, a public review process and site plan should be required for submittal and approval by the city consistent with the provisions of the Americans with Disabilities Act and the Fair Housing Act. An expansion to any of the facilities should be well designed and be well buffered from adjacent residential and commercial uses. The management of shelters should also be well scrutinized by the city Community Services Department whenever city financial support is involved, so as to mitigate any negative effects on the community.

Any facility design should include the development of off street waiting areas. A waiting area would help to take the individuals off the street and alleviate any congregating that may occur while waiting either for a meal or sleeping arrangements. The provision of shower and toilet facilities should also be included in the design. Outdoor lighting of the facility should be an important element, a well-lit facility would enhance the overall image of this area. In addition, management of these types of facilities should be encouraged to work more closely with the Baretas Neighborhood Association.

The management of the facility is not easily controllable unless public monies have been invested in the facility. However, improving the effectiveness of social services should be encouraged. The provision of day services should be strongly considered. Day services should include the following: employment, health, counseling, alcohol and drug treatment and child care. For example, rather than the homeless congregating in various locations in neighborhoods, they could shower, use the bathroom, be fed and receive social services all in the same facility.

Recommendations

1. The City Community Services Department should investigate successful programs in other cities, similar in size to Albuquerque. City policies should be reviewed and implemented in older communities. The existing homeless agencies, the city and the public should work together to develop and improve education programs which respond to the homeless, and successful strategies for dealing with the presence of homeless in communities.
2. The City Planning Department and Community Services Department should work to correct any negative effect the homeless have on residential uses and the business environment in Barelás. A study which would provide ways to mitigate any negative effects on property values should be conducted. i.e., design, landscaping
3. Should any existing shelter in Barelás decide to expand, a public review process and site plan should be required for submittal and approval by the city constant with the provisions of the Americans with Disabilities Act and the Fair Housing Act. An expansion to any of the facilities should be well designed and be well buffered from adjacent residential and commercial uses. The design of the facility should include the development of off-street waiting areas. The provision of shower and toilet facilities should also be included in the design. Outdoor lighting of the facility should be considered as an important element of the design.

C. Crime

Crime was a major concern of Barelás residents, property owners and business owners, based on surveys, reports, and numerous meetings held with area residents. Residents discussed perceived recurring problems including substance abuse, burglaries, larceny, transients, insufficient police surveillance (particularly during evening hours), slow police response time, and a perceived lack of overall law enforcement. Albuquerque Police Department statistics indicate that, except for the crime of assault, reported area crime rates (in most categories) are not lower than city-wide averages. (Refer to Crime Rate Table #4) The discrepancy between police statistics and neighborhood perception may be attributable to unreported crime.

Unreported crime may reflect a lack of communication between residents and police and a lack of understanding of police procedures. A first step in reducing crime requires improving neighborhood and police relations. This can be accomplished through community awareness and education programs.

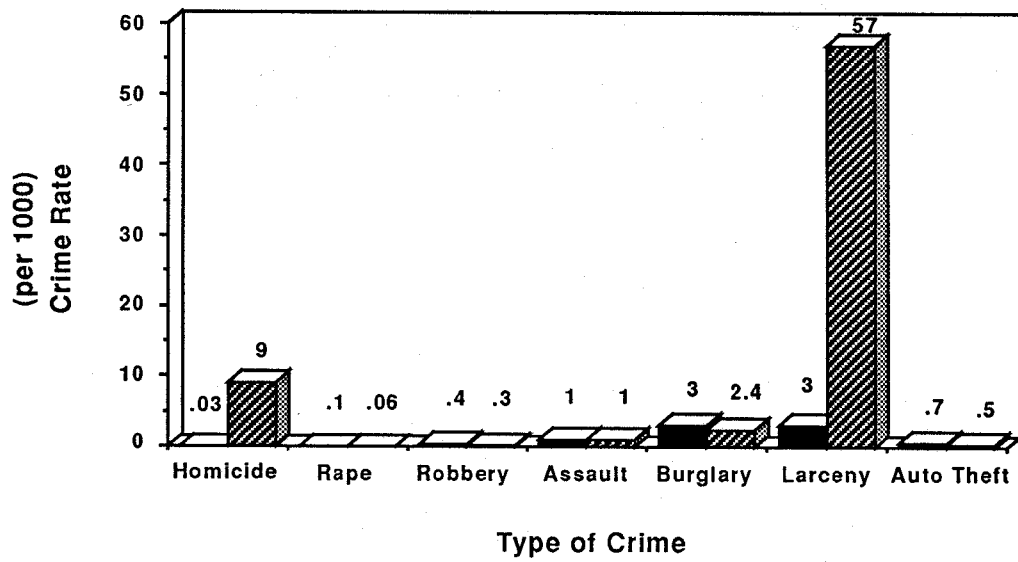
The Police Department's representative indicated that many crimes may go unreported due to fear or the belief that nothing is ever done to punish the perpetrators. In addition, there may also be some confusion as to what constitutes a priority call. Since allocation of police resources is determined by the number of calls received from the area, it is crucial that residents and business owners promptly report crimes. Life threatening situations are given priority and should be reported to the emergency number, 911.

Instituting bicycle and horse patrol surveillance would help to curb crime in Barelás, especially in the areas of Second, Fourth and Eighth Streets. A concept that has been successful in other communities in the country has been the construction of facilities within public parks to serve as public safety outreach depots. These depots are small structures which serve as break areas for foot or bicycle patrol officers, providing restrooms, vending machines and small offices for the completion of reports.

Fire departments have used the facilities to integrate into the neighborhood by utilizing the parks and offices for training exercises and physical fitness programs. The presence of uniformed public safety officers in a recreational environment has been a very positive addition to communities and should be investigated further.

Many area residents believe that gang activity has increased in the neighborhood. This may be a major contributing factor in the high incidence of substance abuse among the City's youth. As in most communities, gang activity is also a major reason why other crimes may be increasing. Increased police patrols in the area might help ameliorate some of these problems. The formation of a community coalition including appropriate social, religious, educational, political, and governmental agencies may help in dealing effectively with gangs and the problems associated with them.

BARELAS CRIME RATE 1990



■ Barelas (Estim. Pop. 3,265)
 ▨ City (Estim. Pop. 384,736)

Source: Albuquerque Police Department
 1990 Bureau of Census

Inadequate lighting in parks and along major streets may also contribute to the perception of crime in Barelás. Improved lighting could help discourage crime in parks and residential areas.

An organized Neighborhood Crime Watch Program is an effective means of increasing neighborhood safety and promoting a sense of community. The program is offered city-wide, through the Albuquerque Police Department's Community Awareness Section. Assistance in organizing a Neighborhood Crime Watch Program is available at the request of the neighborhood. Neighborhood Crime Watch Programs involve community assignment of block captains and regular meetings with Police Department representatives. A Neighborhood Watch Program is typically initiated on a block where resident support is strong. Initial success encourages nearby residents to institute the program in neighboring blocks. Businesses can also form Crime Watch Programs or join with residents in an integrated business/residential program.

Recommendations

1. The Albuquerque Police Department and the Office of Neighborhood Services will work with the Neighborhood Association to promote community awareness of crime prevention techniques and improve communication between the community and the police. Possible strategies include:

The Community Awareness Section and the Neighborhood Association should encourage the development of a Neighborhood Crime Watch Program which encourages educates the public on how to report crimes or suspected crimes.

Appropriate Police phone numbers and other helpful crime prevention information should be provided to encourage crime reporting and increase communication between area residents and the Police Department.

A concept that has been successful in other communities in the country and should be further investigated is the construction of facilities within public parks to serve a public safety outreach depots.

2. Drug awareness programs should be expanded in the following ways:

The Neighborhood Association should support drug education in the Albuquerque Public Schools.

Provide information regarding community drug awareness programs and laws pertaining to the sale of inhalants to the neighborhood.

3. The Albuquerque Police Department anticipates the deployment of additional bicycle police patrols in the Barelás area, including Second, Fourth and Eighth Streets.
4. In order to combat gang activity, the Barelás community could develop and implement an action plan patterned after a Gang Prevention and Intervention Model, recommended by the New Mexico Coalition on Gang Strategies. The City's Department of Human Services, Office of Neighborhood Coordination, may be of assistance in this process.

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VII. APPENDICES

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APPENDIX A

Barelas Public Comments Compiled February '91

The following summary of issues affecting the Barelas community was compiled from Barelas Residents/Property Owners input to a City survey. Concerns for the area included:

- Lack of services
- Homeless
- Gangs - graffiti - vandalism
- Need to announce meetings in Spanish to reach the Mexican population living in the area (Spanish Program Radio)
- Police need to be more visible around residential areas
- Curbs & gutters on Santa Fe Ave
- Abandoned houses should be raised or fixed up; don't leave them alone because they are to much of a threat!
- What does the Community do about loose dogs? Animal Control Officers patrol area, yet problem continues.
- Replace sidewalks on all residential streets
- Clean-up; this is essential, specifically in front yards, landscaping is needed. Need assistance in enforcement and maintenance upkeep of rentals and notice to residents to move inoperative vehicles.
- Need more street lights
- How does the community deal with homeless?
- As far as commercial or south industrial, don't bring in lower or poverty government programs; that would attract the wrong people into the area.
- Need City street cleaners to come more often.
- Water accumulates, after rainfall at corner of 8th & Santa Fe, due to malfunctioning gutter. (west side)
- The City has given approval to close the alley connecting 8th & 9th streets between Santa Fe & Pacific. The roadblock is that some of the neighbors are having financial difficulty. Perhaps funding for this project to educate the area resident as to the benefits of this project will be of assistance.

| | |
|----------|---------------------------------|
| Benefits | Increase property values |
| Include: | Discourage "Hangout" |
| | Discourage graffiti |
| | Discourage drinking/drugs, etc. |

APPENDIX B

Survey

Barelas Resident Questionnaire

I. Household:

1. How long have you lived at your current address? years__ months
2. Do you own or rent your home? own__ rent
3. How many housing units are on the lot you live on?
4. Do you have plans to move from this address within the year? yes__ no
If so, why?

II. Neighborhood Needs

5. Do you plan to renovate or add-on to your house within the next year? yes__ no
6. Do you feel the properties around your house are well maintained? yes__ no
If not, what are your concerns?
7. Indicate the type of problems, if any, that you have with your utilities:
plumbing__ electricity__ storm sewer__ gas__city garbage: pick-up__ no
problem__ Comments:
8. Do you feel the roads in your neighborhood are well maintained? yes__ no
If not, what are your concerns?
9. The sidewalks, curbs and gutters along your street are: in good condition__
poor condition__ non existent__?
10. Do alleys need: cleanup__other__location?
11. Is street lighting in your area adequate? yes__ no
If not, where is lighting ?
12. a) Do you ride the bus? yes__ no
b) Is the bus service in your neighborhood adequate? yes__ no
c) If not, where do you feel service is needed?
13. How far do you live from work?
14. What commercial services are needed in your neighborhood?

III. Crime

15. a) Were you a victim of a crime in your neighborhood within the last year?
yes__ no__
b) Did you report the crime? yes__ no__ n/a__
c) If so, what type of crime: assault__ robbery__ break-in__
other__
 16. Do you feel safe in your neighborhood? yes__ no__
 17. Would you participate in a neighborhood crime watch program? yes__ no__
 18. In your opinion, what is the most common occurring crime in your neighborhood?
-

IV Demographics

19. How many people are there in your household, including yourself? total____
60+ yrs.____
20. What is the main language spoken in your home? English__ Spanish__
Other_____
22. What grade level did you complete?_____
23. What is your occupation?_____
24. What was your total household income in 199_?
under \$10,000____ \$10,000 - 15,000____
\$15,000 - 20,000____
\$20,000 - 30,000____ \$30,000 - 40,000____
over \$40,000____

APPENDIX C

Profile Of Businesses Surveyed

1. **Respondents**

A-Z Tires
Albuquerque Bedding Company
Albuquerque Brewing & Bottle Company
Albuquerque Gravel Products
Amador Brothers (wheel alignment)
Antonio's Auto Parts
Apodaca Plumbing
Austin's Carport & Patio Covers
B. Ruppe Drugs, Inc. (pharmacy)
Barelas Cafe
Bien Vendias Restaurant
Bromo's Restaurant
Christy Records
Citation Car Wash
Creamland Dairies, Inc.
Davis Car Cleaners
Durand Tractor & Equipment (retiring)
El Cambio (grocery)
Forgemaster Ornamental Iron, Inc.
George Rutherford Inc./Summit Construction Inc.
Impressions Printing
Ives Flower & Gift Shop
Larry's Glass Company
Little Bit Mart
Lozoya General Welding & Automotive Repair
Master Home Improvements & Glass Works
Max Chavez - Custom Doors & Furniture
National Companies/National Heating & Ventilating Co. Inc.
Nicks Small Engine Service
Ray's Automotive
Rio Grande Turf Supply
Screens Unlimited
Stadium Liquors Inc.
Sylvester Santiago Jr., Santiago Upholstery and Wrought Iron
Targ Inc. - Stadium Super Market
Tortilla Hut Cafe
United Wholesale Liquor Co. Inc. & State Distributors
Valley Finance Company
Wynona's Beauty Shop

2. **General Business Types**

| | | | |
|---------|----|-------------------|---|
| Retail | 15 | Construction | 2 |
| Service | 19 | Wholesale | 6 |
| MFG | 9 | Other (Min & Con) | 1 |

3. Specific Business By Type

Retail

Targ. Inc. - Stadium Super Market
Tortilla Hut Cafe
Screens Unlimited
Max Chavez Custom Doors & Furniture
Little Bit Mart
Stadium Liquors, Inc.
A-Z Tires
El Cambio (grocery)
Christy Records
B. Ruppe Drugs, Inc. (pharmacy)
Bromo's Grocery
Antonio's Auto Parts
Ives Flower & Gift Shop
Nicks Small Engines Service

Service

Screens Unlimited
Valley Finance, Inc.
Apodaca Plumbing
National Companies/National Heating & Ventilating Co. Inc.
Davis Car Cleaners
Amador Brothers (wheel alignment)
Impressions Printing
Wyonna's Beauty Shop
Sylvester Santiago Jr./Santiago Upholstery and Wrought Iron
Lozoya General Welding & Automotive Repair
Ray's Automotive
Citation Car Wash
Bien Vendias Restaurant
Nicks Small Engine Service
Master Home Improvements and Glass Works
Barelas Cafe
Larry's Glass Company
Antonio's Auto Parts

Manufacturing

Screens Unlimited
Max Chavez Custom Doors & Furniture
Austin's Carport & Patio Covers
Albuquerque Brewing & Bottling Company
Forgemaster Ornamental Iron Inc.
Sylvester Santiago Jr., Santiago Upholstery and Wrought Iron
Lozoya General Welding & Automotive Repair
Creamland Dairies, Inc.
Albuquerque Bedding Co.

Construction

George Rutherford Inc./Summit Construction Inc.

Wholesale (7)

Screens Unlimited
Rio Grande Turf Supply
Max Chavez - Custom Doors & Furniture
United Wholesale Liquor Co. Inc. & State Distributors
Creamland Dairies, Inc.
A-Z Tires
Christy Records

Other

Albuquerque Gravel Products

4. Years in Business

| | |
|------------------|----|
| less than 5 yrs. | 8 |
| 5-10 yrs. | 10 |
| 10-15 yrs. | 6 |
| 15 yrs. + | 14 |

5. Types of Organizations

| | |
|------------------|----|
| sole proprietors | 23 |
| partnerships | 2 |
| corporations | 13 |

6. Previous Business Locations

10 - yes 28 - no

7. Need to relocate

7 - yes 31 - no

8. Stage of Development

| | |
|----------------------|--------------------|
| <u>6</u> - start-ups | <u>14</u> - mature |
| <u>12</u> - growth | <u>6</u> - decline |

9. Skills and Types of Employees

Skills

| | |
|---------------------|--------------------|
| Basic Math | Mechanical ability |
| Patience | Good attitude |
| Willingness to Work | Bilingual |
| Knowledge of music | Flower arranging |
| College degree | Sobriety |
| Dependability | |

Types of Employees

| | | |
|-------------------------------|-------------------------------|-----------------|
| Lab Technician | Clerical, receptionist | Accounting |
| Waitresses | Cooks | Delivery person |
| Managers | Pharmacists | Cashiers |
| Bus boys | Meat cutters | Drivers |
| Mechanics | Carpenters | Laborers |
| Machine Operators | Professional salespersons | Cabinet makers |
| Furniture makers | Millwork | Door makers |
| Plastic Laminating Technician | Welders | Painters & |
| Plumber | Wrought iron workers | Asst. painters |
| Certified mechanics | Craftsman on sheet metal | Bookkeepers |
| Night Watchman | Bartender | Estimators |
| | Production & assembly workers | |

10. Problem Areas

Environment: Drunks; transients; declining neighborhood; 4th Street south run down; not a good neighborhood for storage and warehouse.

Personnel: Cannot keep employees because of inability to pay enough; finding trustworthy employees; find good workers for a reasonable price; workman's price; workman's compensation rates too high; high turnover.

Financial: Lack of capital; competition (local and from Texas, chain stores); non-union general contractors coming to New Mexico; depressed construction market; capital investment; adequate inventory; not enough new businesses moving to New Mexico to support new construction; stronger program for construction industry; advertising too costly.

Facilities: Building repairs; more signs; adequate parking; more space for display, office, finishing areas, storage, etc.; no RR siding.

Specific Problem Areas

| | | | | | |
|---------------|----|---------------|----|------------------|---|
| Accounting | 7 | Financing | 11 | Mkt. Research | 5 |
| Advertising | 12 | Franchises | 2 | Office Space | 2 |
| Bidding/Est | 2 | Inc. Sales | 14 | Permits | 1 |
| Bldg. Renov. | 30 | Imp/exp | 4 | Personnel | 4 |
| Bus. Plans | 13 | Insurance | 11 | Promotion | 5 |
| Buying a Bus. | 1 | Inventory | 2 | Purchasing | 5 |
| Collectors | 3 | Licenses | 2 | Selling to govt. | 5 |
| Education | 8 | Legal | 4 | Start-Up | 5 |
| Equipment | 9 | Mgmt. Assist. | 4 | Taxes | |

11. Interest in Business & Financial Assistance

30-yes
8-no

APPENDIX D

Barelas Employment Data

| CORPORATION | SITE | NUMBER OF EMPLOYEES |
|-------------------------------------|----------------------|------------------------|
| Eagle Systems Inc. | 601 1st SW | 3 |
| Masthead Inc. | 601 1st SW | 40 |
| Albuquerque Mattress Company | 819 4th St. SW | 1 |
| Albuquerque Gravel Products Inc. | 100 Iron SE | 27 |
| Santa Fe Railway | Switching Yards | 150 |
| Bio-Save Resources of Alb., Inc. | 701 2nd St. SW | 21 |
| Baca's Best Mexican Foods (JB Inc.) | 1309 4th St. SW | 8 |
| La Mexicana Inc. | 423 Atlantic Ave. SW | 23 |
| Vickers | 511 Bridge SW | 6 |
| Bruce's Easy Rent | 806 S. 2nd. St. SW | 6 |
| Cristy Records | 900A 4th St. SW | 2 |
| Burger King Restaurants | 507 Bridge Blvd. SW | 30 |
| The Coffee House | 1502 4th St. SW | 21 |
| Sonic | 531 Bridge Blvd. SW | 19 |
| Tortilla Hut | 1423 4th St. SW | 4 |
| A & P Bar and Dispensary | 1001 2nd St. SW | 12 |
| El Madrid | 423 1st St. SW | 2 |
| B. Ruppe Drug Store | 807 4th St. SW | 4 |
| St. Vincent de Paul Thrift Center | 714 4th St SW | 14 |
| Amer. Handicapped Workers Southwest | 700 4th St. SW #2 | 13 |
| Ives Flower & Gift Shop | 908 4th St. SW | 12 |
| Valley Finance Inc. | 600 4th St. SW | 2 |
| Ruth's Laundromat | 1115 4th St. SW | 1 |
| Garcia Mortuary Inc. | 717 Stover SW | 6 |
| Metro Motorized Escort Service | 717 Stover SW | 2 |
| Amador Brothers Wheel Alignment | 624 2nd St. SW | 2 |
| Lee's Electric Motor Repair | 1310 4th St. SW | 7 |
| Fam Inc. | 415 Bridge SW | 1 |
| AARP/SCSEP | 714 4th St. SW | 68 |
| Albuquerque Economic Development | 309 Stover SW | 36 |
| Coupland-Moran Engineers Inc. | 214 Coal SW | 11 |
| Jef Mechanical | 214 Coal SW | 3 |
| Albuquerque Public School | 601 4th St. NW | 88 |
| APS Substitutes & Temps | " " | 6 |
| Albuquerque Public School | 900 Atlantic St. SW | 61 |
| APS Substitutes & Temps | " " | 18 |
| City of Albuquerque | 801 Barelas St. SW | 19 |
| City of Albuquerque | 714 7th St. SW | |
| City of Albuquerque Lunch Program | | 3 |
| New Mexico Zoological Society | 903 10th St. SW | 39 |
| T & W Janitorial Service | 1312 Stover SW | 1 |
| Albuquerque Fire Department | 900 Alcalde Pl SW | 10 |
| City of Albuquerque (RG Zoo) | 903 10th St. SW | 99 |
| City of Albuquerque | 1410 Iron SW | 17 |

| CORPORATION | SITE | NUMBER OF EMPLOYEES |
|---------------------------------------|-------------------------|--------------------------------|
| Health City Sun/News Chieftain | 900 Park Ave. SW | 7 |
| Century Graphics/Printing | 724 Central SE | 1 |
| KKOB AM/FM | 77 Broadcast Plaza SW | 77 |
| KZSS/KZRR Radio | 1410 Coal Ave. SW | 26 |
| KGGM Radio & TV & KBIM TV | 12 Broadcast Plaza SW | 120 |
| KOB TV, Inc. | 4 Broadcast Plaza SW | 185 |
| Arden's, Inc. | 806 Park Ave. SW | 12 |
| Stuffy's #1 | 922 Coal SW | 3 |
| Sun Drug Company, A Corporation | 808 Park Ave. SW | 4 |
| 600 Alcalde West | 600 Alcalde SW | 2 |
| Sandia Television Corporation | 4 Broadcast Plaza SW | 2 |
| Park Avenue Cleaners | 1004 Park Ave. SW | 2 |
| Manfredi Advertising Inc. | 823 Gold SW | 4 |
| Transwest Services Inc. | 908 Park SW | 3 |
| Hebenstreit & Associates | 13 Broadcast Plaza SW | 3 |
| Dan Rhodes, CPA | 111 8th ST. SW | 1 |
| Video New Mexico | 812 Gold SW | 3 |
| Harold F. Baskin, MD | 1010 Lead SE, #2 | 4 |
| Cardiovascular/Thoracic Surg. Assoc. | 1010 Lead SE, #3 | 4 |
| Gary H. Cramer, MD | 1215 Gold Ave. SW | 4 |
| Dennis E. Ready, MD PC | 1010 Lead SE, #4 | 10 |
| Richard L. Osofsky, DDS PA | 303 1th St. SW | 6 |
| MJ Keefe, Attorney & Counselor at Law | 115 8th St. SW | 1 |
| Robert J. Avila | 115 A 8th St. SW | 1 |
| David C. Serna, Attorney at Law | 411 10th St. SW | 1 |
| Ella J. Fenoglio | 822 Gold Ave. SW | 1 |
| Girard Street Legal Clinic | 901 Silver SW | 3 |
| John W. Lawit, Attorney | 900 Gold SW | 7 |
| Leonard J. Delayo, Jr., PC | 817 Gold Ave. SW | 4 |
| Chris Jr. & Corneius J. Lucero | 115 8th St. SW | 1 |
| James A. Mungle, PA | 924 Silver Ave. SW | 4 |
| Janice D. Paster, Attorney | 115 8th St. SW | 1 |
| James A. Rawley | 919 Gold Ave. SW | 2 |
| Raymond G. Sanchez, Attorney at Law | 115 8th St. SW | 1 |
| Steven E. Schonberg, PC | 1104 Park Ave. SW | 6 |
| Simms & Garcia | 115 8th St. SW | 3 |
| Alisa A. Sparkia, Attorney | 824 Gold SW | 3 |
| Susan Day Lewis, Attorney | 817 Gold SW | 1 |
| Natl. Coalition for Cancer Survivors | 323 8th St. SW | 2 |
| Living Through Cancer, Inc. | 323 8th St. SW | 2 |
| Columbus Club Assoc. of Albuquerque | 609 14th St. SW | 18 |
| Democratic Party of New Mexico | 315 8th St. SW | 2 |
| Rick Bennett Architect, Inc. | 1118 Park Ave. SW | 2 |
| John Hogan Stewart | 700 Sandia Savings Bldg | 1 |
| Sunwest Bank of Albuquerque NA | 1209 Lead Ave. SW | 2 |

APPENDIX E

SURVEY

Barelas Business Questionnaire

I. General Information:

1. What type of business do you operate? _____
2. What are your weekday business hours? _____ Saturday/Sunday hours? _____
3. How long has your business been at its present address? _____
4. How many people are employed by you? (include yourself) _____
5. Do you own or lease your building? own _____ lease _____
6. a) Do you plan to stay at your present location? yes _____ no _____
b) Do you have any particular problems with your location?
Specify problem: _____

II. Business Needs:

7. a) During the past two years, have your sales:
increased _____ decreased _____ remained the same _____
b) If your sales have changed, to what do you attribute this change?

8. Has your business been robbed _____ vandalized _____ neither _____ within the past two years?
9. Do you have sufficient parking for your clientele? yes _____ no _____

IV. Improvements

10. Do you plan to expand or remodel your business building with the next year?
yes _____ no _____
11. Would you apply for a low interest rehab loan if such loans were available? yes _____ no _____
12. a) Do you have adequate garbage pick-up? yes _____ no _____
b) Specify problem: _____
13. a) Is there adequate weed and litter service in your area? yes _____ no _____
b) Specify problem: _____
14. a) Do your neighbors maintain their properties adequately? yes _____ no _____
b) Specify problem: _____
15. If a landscaping project was proposed for your area, what contributions would you provide? labor _____ materials _____ money _____ none _____
16. What are the two biggest problems in your business area?
1. _____
2. _____
17. How can the City help improve the business conditions in your area?

18. Do you have any additional comments that would help us with the development of the plan?

APPENDIX F

Historic Structures and Districts in the North Barelás Area

September, 1991

Prepared by Mary Davis, Preservation Planner

The history of Barelás created a unique combination of pre-railroad adobes, railroad worker housing and industrial buildings, large homes for wealthier residents, and buildings responding to the routing of the Pan American Highway on Fourth Street. As the fortunes of the community changed, the old homes were often remodeled and, of course, many were demolished. Some were divided into apartments, stores were built on the front to attract customers (particularly on Fourth Street), and additions were built, porches enclosed, new windows installed, old wings removed. The result is an old community which shows its age in some buildings in the area, but primarily in the small size of many of its homes, the narrow setbacks, some irregular street patterns, thick (18 to 24 inch) adobe or terron walls now covered with new facing, and the many small grocery stores.

The list below is of buildings evaluated as of some historic architectural interest by the Historic Landmarks Survey team which surveyed Barelás in 1980. Some buildings they listed are gone or have been remodeled, and this list includes updated recommendations. The list is alphabetical by street name; numbered streets are listed last. Buildings at the starred addresses appear not to have been greatly altered; they are more likely to be accepted on the historic registers because of their physical integrity and because they have some outstanding architectural features or are known to have historic significance.

524 Atlantic SW

Prominently located at a bend in Barelás Road, this striking house is notable for the square hipped-roof tower at its northwest corner. Built 1905.

618 Barelás Rd. SW

A flat-roofed adobe, possibly shown on an 1886 map of Albuquerque. It is set on a slight rise, has three entry doors on the east with a 2/2 window next to each door. More historic information is needed for this building before a final determination of historic value can be made.

801 Barelás Rd. SW

The Barelás Community Center, built by the National Youth Administration in 1941-42, is still a true community center. It is Pueblo Revival style with hand-crafted details; Indian murals in the main room. Mrs. Roosevelt highly praised the building and its program during her visit here in 1956.

1219 Barelás Rd. SW

A rare two-story home in the area; L-shaped with an adobe first floor and frame second floor. May have been built before 1900 and was owned by the Napoleone family for many years. Has been recently renovated and Territorial style windows added, which may disqualify it for the register if no historic documentation can be found to verify these were the historic windows.

1321 Barelás Rd. SW

Hip-roofed adobe with fine Queen Anne trim, built around 1902. A small Classic Revival building stands at the front of the lot. Appears to be intact, but deteriorated.

1418 Barelás Rd. SW

Built by Juan Antonio García y Sánchez in the 1890s, this building was owned by his son in 1981, when it appeared to be as it was originally. A new metal bay window was added on the front gable during a recent renovation.

408 and 416 Coal SW

Matching brick hipped box cottages with distinctive flaring eaves, Italianate brackets. C. 1908

420 Coal SW

Steeply pitched roof on a simplified Queen Anne cottage; decorative arched gable window and original door and windows. Built c. 1900.

518 Coal SW

Cast stone bungalow, built c. 1915. Details include triple corner posts on the porch, beveled glass entry door, "prairie style" windows.

610 Coal SW

Large brick Queen Anne cottage built between 1898 and 1907. Retains original details: arched windows, boxed soffit, bay window.

616 Coal SW

Imposing two-story brick house incorporating both Italianate and Queen Anne elements. Notable for its 2-tier porch. Built ca. 1908.

1000 Coal SW

Although much remodeled, the Country Club Market was the original local grocery for this area. In 1981 it was still owned by the family who built it in 1929.

311 Cromwell SW

A well-maintained New Mexico Vernacular style hipped box; has deeply recessed double entry doors. Built around 1910.

312-316 Cromwell SW

A trio of bungalows, interesting for their rarity in Barelás. 312 has new windows, otherwise most of their original details are in place. Probably built between 1910 and 1920.

Hazeldine between 1st and 6th Streets

This street, although it includes vacant lots and newer buildings, may include enough well-preserved buildings from about the same period (approximately 1895-1910) to be considered as a historic district. Especially significant homes include 102-118 (reportedly an early crib), 212, 316, 318, 324, 410, 414, 418, 508, and 520 Hazeldine; 800 Barelás Road SW and 722 3rd St. SW. Geographically this district might also include the Barelás Community Center, although the Center is from a much later time period.

423 Iron SW

Rare large brick bungalow built in 1914 by Ed Fournelle; first owner was Juan Antonio Chávez, who worked at the railroad shops. Except for porch enclosure, building appears as it was constructed.

512 Iron SW

This small Queen Anne cottage has a fine shingled front gable and rare gable decoration - probably ordered from a catalog. It also has its original windows and doors.

523 Iron SW

Brick Queen Anne cottage, built 1907-8. In good condition and retains most of its original detailing; porch posts have been replaced.

524 Iron SW

Estimated to have been built in 1912, this cast stone bungalow has fine detailing and is well maintained.

601 Iron SW

Well detailed brick Queen Anne cottage; built before 1907 and was the first house in the area. East side of the structure has been remodeled.

209 Pacific SW

Railroad Superintendent's House, a Victorian stone cottage with locally unique wood trim, built 1881. Listed on the state and national registers.

309 Pacific SW

This tall and narrow pitched roof 2-story house is very rare, only one other is known in the city. Front porch is recent. Built around 1908.

317 Pacific SW

Although this house has a remodeled porch, its size and details indicate an early house, probably built in the 1890s; shown on 1898 map.

319 Pacific SW

Also pre-1898, this house retains all its original elements, one of the few in Barelás.

413 Santa Fe SW

Pre-1898 small L-shaped New Mexico vernacular style cottage. Scalloped shingles in front gable; narrow front porch follows the L-shape; corner is marked by small gable on porch roof.

601 2nd SW

The Little Brothers of the Good Shepherd refuge, originally the Gorman House. A 3-story brick structure with crenellated towers and elaborate plaster gable decorative panels. Listed on the State Register. Front porch has been enclosed.

901 2nd St. SW

Remodeled business building, of local interest because it was the home of Chiordi Baking Company, a Barelás institution from 1919 to 1955.

1207 2nd St. SW

A rare Mansard-roofed brick house, has original doors and windows, a wrap-around porch with chamfered posts. Owner states it was built in 1888; shown on 1898 map of the city.

1209 2nd St. SW

A companion to 1207, also of brick. Very symmetrical with two matching Queen Anne doors, 1/1 wood sash windows, long ridged hip roof. Built c. 1900.

1405 2nd St. SW

The C. W. Lewis House was built around 1882 to provide housing for railroad workers. It is brick and has a fine brick corbel table under the eaves. Originally it had a porch and only two front doors (the center door was added later). Lewis was born in Peralta where he was a general merchant and came to Albuquerque in the 1870s to capitalize on the coming of the railroad. Listed on the State and National historic registers.

501 3rd St. SW

Last of a quartet of two-story wooden cottages with steeply pitched roofs built on the block prior to 1898, probably to house railroad workers.

917 3rd St. SW

Probably built around 1898, this Queen Anne Free Classic style house has a large gable dormer with classical trim, palladian style gable window and classic revival front porch. Adobe and frame.

1420 3rd St. SW

A small New Mexican vernacular home with delicate Queen Anne porch. Built between 1898 and 1907.

1422 3rd St. SW

An unusual composite structure, which appears to be two houses, one frame, the other adobe. The adobe section was built in 1897 by Elfego Salazar, whose son started Salazar mortuary.

918 4th St. SW

Old brick commercial building, once the boiler for the Ives Greenhouses, an early Barelás business.

929 4th St. SW

Durand Motor Company, built by Dick Durand in 1940. Rare streamlined modern style in the area, reflects heyday of south 4th St.

1000 4th St. SW

Cast stone corner store, may date back to 1907 or earlier.

1003 4th St. SW

Queen Anne classic style home with hipped roof, classic porch and original doors, Built ca. 1907.

1100 4th St. SW

Well-preserved late 1930s Magnolia Oil gas station, was "Joe's one-stop service" in 1945.

1101 4th St. SW

Arrow Supermarket, late streamlined modern grocery, built in the 1930s, a neighborhood landmark.

1110 4th St. SW

Small bungalow with original detailing in place. Probably built around 1915.

1115 4th St. SW

Early (c. 1915-1920) store with original brickwork on front facade in place. Original window/door arrangement remodeled.

1211 4th St. SW

Only streamlined modern house in Barelás and possibly the only adobe house in this style in the city; built in the late 1930s by L. A. Vergara, a physician.

1303 4th St. SW

The Red Ball Cafe and Wimpy Hamburgers, closed for many years. Combination of early 20th century American Foursquare style home and commercial addition made probably in the 1930s.

1426 4th St. SW

Bromo's Food Market, relatively unaltered older neighborhood grocery store, complete with old cooler and original counters. Built 1928-29.

901 5th St. SW

Pre-1898 Queen Anne cottage. Porch is original as are all details except one picture window.

903 5th St. SW

C. 1910 New Mexico Vernacular; two entries on the south, chisel head shingles in gable.

519-519? 6th St. SW

1908 New Mexico Vernacular building with Queen Anne style elements; L-shaped with shingled gables.

*The Santa Fe Shops and associated buildings are unique examples of industrial architecture in the state and of preeminent importance in the history of the city. One of the associated buildings, the 1921 Fire Station near the 1st/2nd Street intersection, has been listed as a City Landmark.

Demolition's of buildings in the Barelás area (definitely an incomplete list: there are many empty lots and many adobes came down south of Bridge during Urban Renewal).

Alvarado Hotel, 1st and Gold (really not in Barelás)
(built 1902, demolished 1970)

Old Atlantic & Pacific Railroad offices, 2nd & Stover
(built 1881, demolished 1962)

Sandia Theater, 1200 block S. 3rd. St.
(built 1908, demolished c. 1981)

Sacred Heart Church, southwest corner, 4th & Stover
(built c. 1915, demolished 1965)

Santa Fe Rwy. roundhouse, near 2nd and Bridge
(built 1914, demolished 1987)

Shoup Boarding House, 707 First St. SW
(built 1886-1891, demolished 1990)

Ditches: three ditches once served Barelás

1. Acequia Madre de Barelás, dug in early 19th century, ran east of where the rail road tracks are today, this was a major ditch.

2. Extension of an early ditch which ran east-west north of downtown, turned south, ran through downtown between 2nd and 3rd; crossed from 2nd and Coal southwest to Barelás Rd. and Hazeldine and dumped south of Bridge St. in swamps near the river.

3. A secondary acequia tied into Acequia Madre near Hazeldine and John St., ran west between Hazeldine and Stover and dumped somewhere near 2nd and Bridge St. Because the 1898 and 1907 maps show this ditch as having a very circuitous route, it may have earlier been part of the early ditch described above.

The old ditch, which probably included parts of 2 and 3, may have been dug before 1800; since it ran close to where the swampy ground began (just west of Barelás Rd.) it watered relatively few acres for farming.

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APPENDIX G

Community Development Corporations - Summary

Community Development Corporations (CDC's) have been successful instruments in providing resources for economic development in low or moderate income neighborhoods. CDCs were created in the mid-1960's as an effort to make financing available for projects concerned with revitalization, housing, small businesses and job creation.

The earliest CDCs were organized by non-profit and neighborhood development groups. These CDCs were funded with assistance from foundations, financial institutions, corporations and government programs. The successes of early CDCs prompted Congress to allow banks to organize CDCs as subsidiaries that operate either as profit or non-profit ventures. The advantage to CDCs for banks are that they can make investments in projects with greater flexibility than which is normally permitted by standard lending practices. Participating in community development through CDCs, banks are acting socially responsibly to the needs of the community and are satisfying CRA (Community Reinvestment Act) requirements.

CDCs operate as a partnership between community groups that identify and seek assistance in redevelopment needs and banks that bring financial resources and investment expertise to a project. Projects funded by CDCs include housing development and rehabilitation, downtown and neighborhood revitalization, small and minority business assistance and industrial development.

APPENDIX H

Frequently Called City Agency Telephone Numbers

| | |
|--------------------------------|----------|
| City Council..... | 768-3100 |
| Community Services..... | 768-2860 |
| Corrections and Detention..... | 842-8008 |
| Engineering..... | 768-2730 |
| Environmental Health..... | 768-2600 |
| Fire..... | 764-6300 |
| Housing Code Enforcement..... | 764-1743 |
| Housing Rehab..... | 764-3941 |
| Mayor..... | 768-3000 |
| Police Department..... | 768-2020 |
| Street Maintenance..... | 857-8037 |
| Traffic Engineer..... | 764-1599 |
| Transit..... | 764-6105 |
| Transportation..... | 768-3650 |
| Zoning Code Enforcement..... | 764-1660 |
| Zoo..... | 843-7413 |

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Barelas Neighborhood Association Officers

Larry Perea, President
Larry Barreras, Vice President
John Perrine, Secretary
Ramoncita Tachias, Treasurer
Michael Gonzalez
Tony Hernandez,
Adelle Hundley
Gerri Lucero
Adam Rodriguez

Participating Residents/Property Owners

Mike Alarid, State Senator
John Anaya
Lucy Armijo
Cerilio Baca
G. Baca
J. Baca
Larry Barreras
John Bazan
Frank Benavidez
Sheldon Bromberg
Delfina Castillo
Tomasita DeBlassie
Arthur Dow
G. Durand
Flora Esquibel
Mark Fairchild
Fred Fresquez
Joe Gabaldon
Ramona Gabaldon
Veronica Gallegos
Benjamin Garcia
Gerald Garcia
Michael Gonzales
Ricardo Gonzales
Jim Gonzales
Fred Griego

Antonio Hernandez
Angie Jaramillo
Mike Jaramillo
Gerhard Lang
Elsie Lopez
Geri Lucero
Viola Lucero
Angie Lujan
Ignacio Madrid
Martin Pena
Larry Perea
Eric Perez
Adam Rodriguez
Barbara Romero
Virginia Romero
Richard Romero
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Lolla Torrez
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Benita Villanueva
Nicholas Villegas
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